

Sydney Live Steam Locomotive Society

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

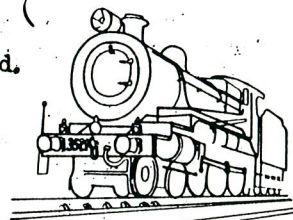
Coop. Ltd.

Newsletter
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2114.

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July 1977.

1977 President's Report.

Gentlemen, it is with pleasure that I present to you the 29th and last Annual Report of the Sydney Live Steam Locomotive Society for the year ending 30th April 1977, its affairs being taken over, on 1st May 1977 by the Sydney Live Steam Locomotive Society Coop. Ltd.

After our convention effort in 1976 it was natural and expected that the tempo would slow down, however it has slowed far too much and I would remind members that there is still much to do. Even the garden roster is being ignored by too many members, the task all too often being left to the responsible minority. It is as well to remember that there is a lot more to running a locomotive society than the running of locomotives.

Three charity days were held during the year. The first for the Crowle Home on the 16th October 1976 was unfortunately, a washout. The second, for the Spastic Centre Action Appeal on the 4th December 1976 and the third, for the Lantern Club on the 30th April 1977 were both blessed with good weather and were financial successes, being well patronised by the public. Our own public days continue to be well supported with a noticeable increase in business at the canteen. To the ladies concerned in this venture I extend my sincere thanks and appreciation.

There were two interclub visits during the year, firstly to the Sydney Society of Model Engineers at Luddenham on 29th May 1976 and secondly to the Western Districts Live Steamers on 30th October 1976.

Five new locomotives have appeared during the year and are as follows. Derby 4F in 3 1/2" gauge built by Jack Esdaile, N.S.W.G.R. Z 25 in 3 1/2" gauge built by John Lyons, G.W.R. " Pansy " in 5" gauge built by Norm Potter, Mears 0-6-0 in 5" gauge owned by Tom McMurray, L.N.E.R. pacific in 5" gauge owned by John Hagan.

The Australian Miniature Locomotive Trials were conducted on our elevated track on 13th March 1977, being a joint effort by the Illawarra Live Steamers and ourselves. The day was highly successful, particularly from our point of view, having taken out all the trophies. The results were 1st Warrick Sandberg, 2nd Barry Potter, 3rd Ray Lee, all in 5" gauge; best 3 1/2" gauge - Maurice Haynes. Prizes were donated by Rhonda and Arthur Mears.

Membership stands at 60 consisting of 35 full members, 23 associate members and 2 affiliate members. New members accepted during the year were Bradley Donovan, Gary Esdaile, John Hagan, Malcolm McAulay, Bryce Peake, Norman Potter, Norman Peterson and Martin Yule.

In conclusion gentlemen, I sincerely thank those members whose support during the year has furthered the aims of this Society.

W.A. Richards,
President. S.L.S.L.S.

Editorial.

Apart from our annual subscription we rely on the patronage of the general public for the financing of our continued growth and development. Recently the question of charges for admission and train rides has been raised and arguments have been put for both an increase and the retention of the present price structure. Also mentioned recently was the matter of whether we provide sufficient in the way of entertainment on our public running days. Will our patrons continue to support us if they see the same locomotives or combinations each running day? Should we concentrate on the haulage of passengers and perhaps exclude small locomotives with only a driver? What should we do?

At our last meeting it was suggested by Neil Campbell that from time to time some of our older locomotives come out of retirement to spend an afternoon, if not in steam, on display in the loco. depot or perhaps some of our new work can make

cont. / 2.

Editorial. cont.

an early departure from the workshop for exhibition - it may provide the inspiration for someone to enter the field of model engineering and become members of the society.

With the prospect of a club house becoming closer to a reality the more we can do to encourage the public and the better we make our public running days the better will be our financial return.

It is up to ALL members to do ALL they can, after all it is OUR society.

John Lyons.

1977 Convention.

From notes by Maurie Haynes.

The 1977 convention was held at the grounds of the South Australian Society of Model and Experimental Engineers at Millswood. The S.L.S.L.S.coop.ltd., were as usual well represented by at least 14 members as well as locomotives and families, where applicable.

As the first day got under way the weather cleared and some pleasant running followed. I hear tell that the first loco on the track at this convention of miniature steam locomotive societies was none other than Terry's Electric, I hope this is not an omen for the future. (no offence Terry, Ed.)

The main track, elevated only, provided for 2 1/2" to 5" gauge. It forms a double oval dropping down from the station area to a long tunnel, from there it continues around the back of the station, over the tunnel and back to the station to complete the circuit. A feature of this track is the control by colour light signals an aspect that makes for interesting running. The boiler house, in which a number of stationary engines are steamed, was as well an interesting attraction.

The S.A.S.M.E.E. 50th Anniversary celebrations were held on the Saturday, marked by the unveiling of a plaque and the Anniversary Dinner in the evening.

Once again a successful convention, enjoyed by all who attended.

Millswood '77

Packing oil, tools and coal
coats for rain, jumpers for cold.
Travelling Australia, mountains and plains,
to Millswood arriving to run steam trains.

Friday windy, cold and rain.
Rain hats; rain coats, away the first train,
'tis Terry's Electric, Annaconda and Brutte
an oily mikado, a 46 electric,
pannier tanks, stirling singles
0-6-0's, and 2-8-0 northerners.

Steam ash air escaping
shouts of joy from old friends greeting.
Blowing safteys jammed injectors
pacifics, atlantics and C36's.

50th Anniversary Saturday, weather fine and sunny.
Cleaning fire tubes, filling boilers
ready for a new days running.
Polish those engines, check injectors
mallets, jays and princesses.

Main line locos passing by
while on the track, how the time flies.
Speeches, cheers, plaques unveiled
another day at Millswood wanes.

Sunday and Monday fine and clear
time for a chat and a cold beer.
More time on the track or to see the sights.
Preparing to leave its time to repack.

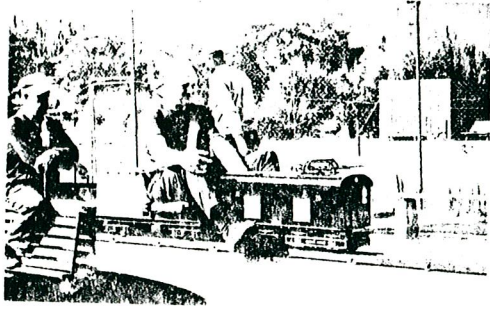
Farewell to Millswood '77
to the sunshine state in '78.
Head west is the word for '79
so keep those locos looking fine.

Many thanks to Millswood for Easter 1977.

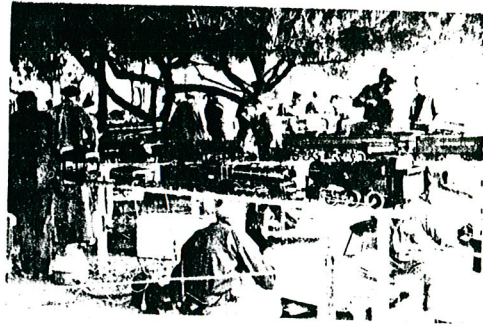
W.Shakespeare Tyson
A.B.Patterson Lyons

Opposite page. Reg.V.Wood has provided a photographic record of the convention and other places of interest in S.A.

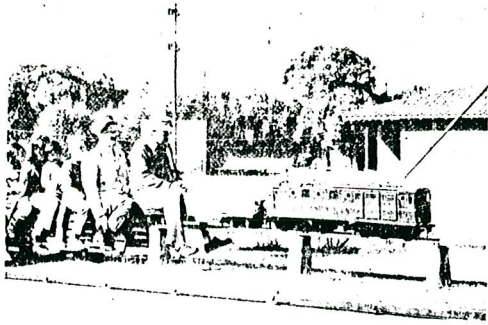
CONVENTION S.A.S.M.E.E. 1977.



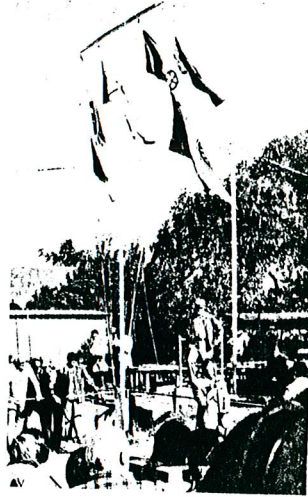
PRESIDENT BILL KEEPS HIS SHIRT CLEAN



SASNEE STEAMING BAY



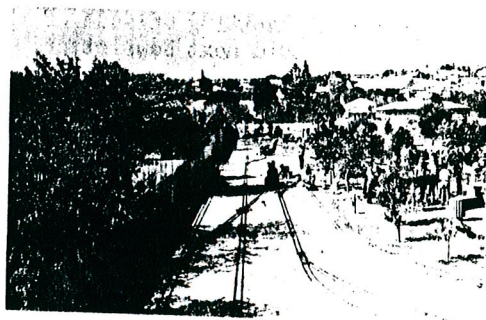
MIKE AND HIS 46 CLASS



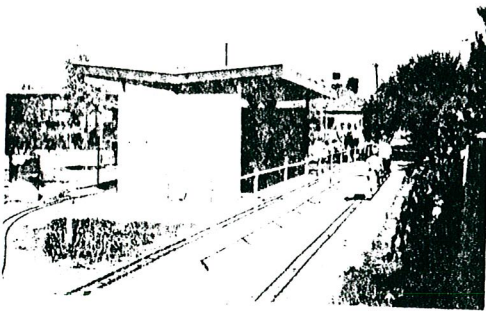
OFFICIAL OPENING



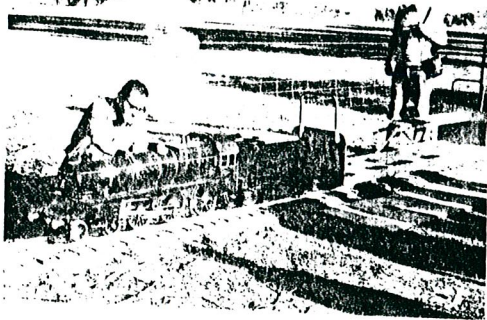
THE 'WIND' SPECIAL



A.M.S.R.S. POINTS. CROSSINGS. SLIPS.



A.M.S.R.S. STATION



7 1/2 G AT W.R.E.



A.M.S.R.S. SIGNAL BOX

Travelling to the Convention by a Different Method.

Written by John Hurst.

For many years my wife and I have driven on our interstate roads to Easter Conventions. This year we tried another method, flying. We planned to and did leave on Thursday morning for Adelaide by aeroplane. John and Arthur, our two sons were to follow by leaving Thursday evening in Dad's car hauling the trailer with "Baby" and the tools. Who do you think arrived first? That's right, the Motor Car. We, in the aeroplane, arrived second as, with all flying of a private nature, we are very dependant upon the weather. When we took off from Bankstown we had been told "Get over the mountains as fast as you can, the weather is deteriorating and it is unlikely planes will get over them for three or four days." So away we flew and when we were above Katoomba, brother, I don't think I've seen so many clouds for a long time. We ducked around this one and we ducked around that one and we ducked through a gap, that's a gap in the mountains and found our way to Bathurst by way of Oberon.

After watching many thunderstorms, clouds, rain and all that lovely part of the weather that is not sunshine, we made it to Orange that afternoon. There was no accommodation in Bathurst as the Motor Cycle fraternity had taken over the town. Friday, in Orange, was wet, miserable and cold, the temperature eventually got to 6° centigrade or should I say Celsius.

Saturday morning dawned fine and clear and out to the aerodrome we hailed and set off for Adelaide. It was a magnificent trip, watching the countryside unfold beneath us in a form of a map where we could see on both side of the road at once and over the hills. Cowra, Griffith, Hay, Mildura all came into sight regularly on track and on time, we watched both the Murrumbidgee and Murray Rivers wander back and forth like serpents.

Fifty miles from Adelaide the controllers at the airport took over and guided us in to land. As we were taxiing a voice said "This is Adelaide Control - good day Dad how are you?", my wife and I nearly fell out of the plane as it was Arthur. It did tell us that our two sons who had left many hours behind us were there waiting for us. Although a bit late we still had a wonderful time in Adelaide enjoying the meal put on by sa SASMEE for their 50th celebration and particularly enjoying running on that beaut track in Prospect - led by that very able Mauri Turner.

The next exciting episode of the air adventures of John "Biggles" Hurst will be told next Newsletter. Ed.

Adelaide Miniature Steam Railway Society

While in Adelaide many members visited the new layout of the AMSRS at Prospect. This is an all ground level track and much has been done in the short time they have been in operation. The track was interesting to drive on with its extensive system of hydraulically operated points.

Official Opening Day. South Coast Model Engineering Society. Reporter Reg.V.Wood.

Queens birthday June 12 turned on a fine, brisk winter's day in contrast to the first day selected for the official opening of the S.C.M.E.S. track at Albion Park. S.L.S.L.S. was well represented by four Directors (one, ten minutes late for the ceremony) and a handful of lesser mortals, John (Biggles) Hurst being able to park his Cessna just over the fence. Proceedings got under way on time with President Bob Barningham saying a few words of welcome to the local Mayor. Secretary Dave Merrifield gave a short history of the clubs progress, the misfortune of having to pull up stumps at Flowerville due to continued flooding then the splendid effort of club members in bringing the new site to its present standard in only three years. Dave thanked all those responsible in the achievement, he also extended greetings and appreciation to the members of visiting clubs for supporting their day. The Mayor of the local municipality then took over and having been a railway man of long standing expressed his understanding of the detail work that had gone into creating the facility and the general excellence of the hobby, he complimented the S.C.M.E.S. members on a fine effort, the Mayor then unveiled the plaque to commemorate the event followed by a circumnavigation of the track in traditional style. As to locomotives, S.L.S.L.S. had only "netta" driven by Jeff Sorensen. Cliff McAlister from I.L.S. brought along his not quite complete "Deltic" which ran into trouble after a couple of laps. S.C.M.E.S. power department includes Tony Scobies "Big Boy", Daves 36 and in the steaming bay we saw the chassis and boiler of what will be a very fine "Royal Engineer", those big drivers will really lope around. In all an enjoyable day for the visitors and a great satisfaction to the S.C.M.E.S. members after a very intense period of hard work, Good luck and Good Steaming.

Future Events.

August Special General Meeting. 2nd August.
 7.30 PM Business discussion. the Club House.
 9.00 PM Films by courtesy of John Hagan.

October Special General Meeting.
 7.30 PM Business discussion. Topic to be posted in canteen.
 9.00 PM Films by courtesy of Ernie Sweet.

News from July Directors Meeting.

Geo. Gunning has expressed deep concern at the lack of assistance on public running days to enable the elevated track to run at maximum carrying capacity. Help is needed in the form of locomotive power, yard assistance and track side help.

A word also from Mike Tyson that if assistance is not rendered for the ground level track the signals system will have to shut down thus limiting ground level operation.

On public running days it is requested that a clear space be left in front of the canteen to allow easier access for the public on their way to buy the "goodies" prepared by the ladies.

Bryce Peake has undertaken the construction of extra riding trucks for the elevated track - a very worthwhile project.

Cec. would like to consider at a future date the running of load trials for each loco. This would enable a load rating to be given and so make the allocating of engines to trains more typical of full size railway practice.

Colo Vale

From notes by Ray Lee.

A weekend was held at Colo Vale early in May. The S.L.S.L.S. was represented by 5201, 5901, 2604, 3813, "J" and "Netta" with of course drivers. Les Thompson again looked after the transportation of the club trucks, thanks Les. Other members ventured down for either a day or the weekend. A great time was had by all running on Saturday 11.00 AM till 1.00 AM Sunday morning, pea soup fog and all.

A request has been made for another run later in the year.
 (I hope I will have sufficient notice to list the date in the Newsletter. Ed.)

Charity Day.

The Lantern Club charity day on the 30th April was a very successful day, the weather was good as was the patronage by the public. The ground level track was powered by the locomotives of Barry Potter, John Hurst, Neil Campbell, Paul Brochie, Ray Lee and Barry Tulloch and the two Electrics. On the elevated track we had Jack Esdaile, Ron Larkin, Warrick Sandberg, George Farkas, Maurie Haynes, Jeff Sorenson and John Logan, Peter Shields, Norm Potter and myself.

Locomotive News.

On the first Saturday in June a strange beast was reported to have run on the elevated track. By the time your Editor arrived it had returned to the loco. depot and did not venture out again that afternoon. The "beast" was Ted Esdails 5" gauge "Ajax" with his 2 1/2" gauge 4-8-4 tender, Ted takes up the story.....

" I started out to build 'Lion' or 'Titfield Thunderbolt', but didn't like the haystack firebox. I found a line drawing in an old book by Clement Stretton of an engine with approx. the same dimensions :- The Ajax built by Haigh Foundry of Wigan (where ever that is) for the Leicester and Swannington Railway in 1837.

Thanks to Alan MacKellar who lent me the 1953 Model Engineer series by L.B.S.C. I was able to include many of the details of ' Lion '. My own innovations include quadrant and gear for rotating slip eccentric for reversing. Also as an experiment to refute critics I fixed all stays with Araldite; so far after the trial run there is no sign of deterioration, but will watch condition and report after more running. If successful it saves a lot of messy soldering of stays. The 12 wheel 2 1/2" gauge tender looked out of place, but served its purpose for the steam test."
 (The correct tender is now finished and Wigan is a town in the south of Lancashire.)

On the same day Ray Lee had 5903 ready for its steam test. In usual fashion the engine set off on its maiden run without any problem.

Painted and lined out the same loco. was handed over to its new owner Neil Gramm at the B.M.R.S. track on Sunday 3rd July. The event was witnessed by a number of S.L.S.L.S. members.

Locomotive News. cont.

Maurie Haynes and Jeff Sorensen are progressing well with 3075 and 3142, 5" gauge, the boilers should soon be ready for testing and Maurie feels that at least one loco. will be ready to run by the end of the year.

Recently we saw the chassis and boiler of Jim Hydes 3 1/2" gauge G 3808, the chassis was run on compressed air and was a nice piece of work.

The same afternoon we saw a fine tender chassis for a 5" gauge "black 5 ". This was the work of Alan MacKellar's son, Neil.

New Arrivals:

On the 17th June trainee engine driver STUART JAMES LARKIN joined the Larkin house hold making Ron and Laurelle very proud parents for the second time.

The Lee family increased by one with the birth of a Daughter on July 9th. At the time of typing this Newsletter Miss Lee was still un-named but both she and Dian were doing well.

Congratulations to both families from all of the S.L.S.L.S.

Dinner Dance.

On the evening of the first friday in June a party of 30 attended the Lantern Club Dinner Dance at the Crystal Ballroom at West Ryde. A great night was had by all, with the S.L.S.L.S. making their presence felt. There was a vocal rendition by Neil Campbell, Barry Tulloch narrow win over Ocl Wear for the " blow hard of the night " award and Glenys trying to get that ball in the cup. A thoroughly enjoyable night.

Duty Roster

- Aug. '77. G.Sharp, B.Kilgour, R.Larkin, P.Hinkley, J.B.Hurst, P.Shiels, J.Singline, N.Petersen.
- Sept. '77 M.Haynes, J.Sorensen, B.Potter, E.Sweet, W.Hamilton, P.Dunn, J.Lyons, N.Potter.
- Oct. '77 J.L.Hurst, J.Davies, R.Lee, N.Campbell, K.Gapes, A.MacKellar, M.Tyson, B.Peake.
- Nov. '77. B.Hurst, B.Tulloch, A.Eyre, L.Thompson, J.Hyde, T.McMurray, G.Wear, M.Yule.
- Dec. '77. W.Edgecombe, P.Brotchie, S.Childs, G.Floyd, R.Bremner, J.Logan, G.Esdaile, B.Donovan.
- Jan. '78. T.Arney, G.Gunning, R.V.Wood, R.G.Wood, J.Esdaile, E.Esdaile, G.Farkas, M.McAulay.
- Feb. '78. W.Richards, I.Ramsay, J.Ranford, T.Geraghty, D.Jones, W.Sandberg, J.Hagan

We have arranged to have our garbage removed by contract on the 2nd Sunday (one drum) and the 4th. Sunday (two drums) of each month. It is the job of each team during their month of duty to clean the grounds and place the drums outside the Park Ave. gates on the Saturday preceding these days.

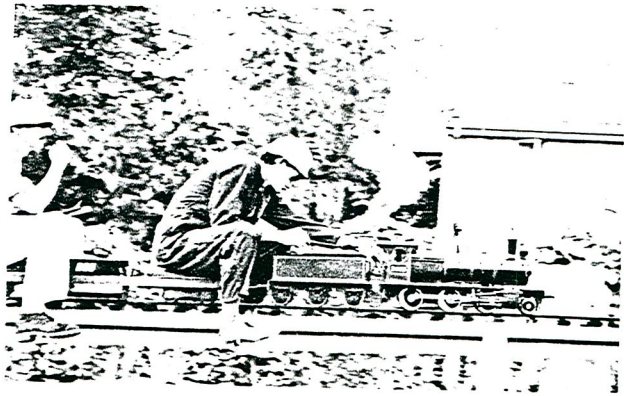
Gate Roster

- Aug. '77. B.Potter, Sept. '77. G.Floyd, Nov. '77. M.McAulay,
- Jan. '78. B.Kilgour, Feb. '78. J.Hyde.

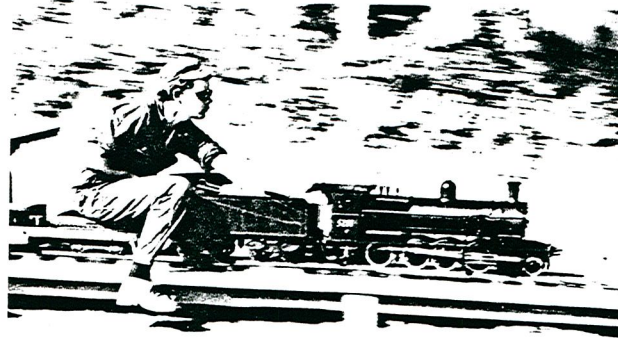
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For those interested in statistics the S.L.S.L.S. carried 15,517 passengers in the year June 1976 to May 1977.

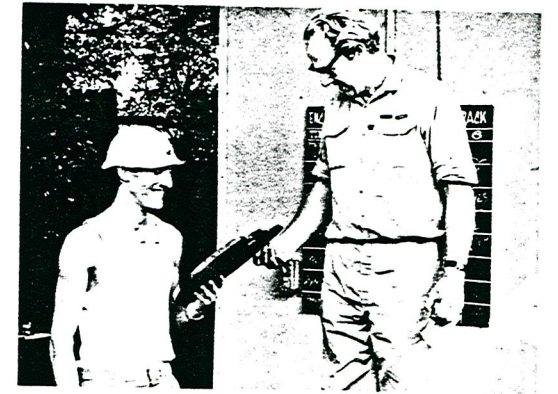
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Warrick Sandberg

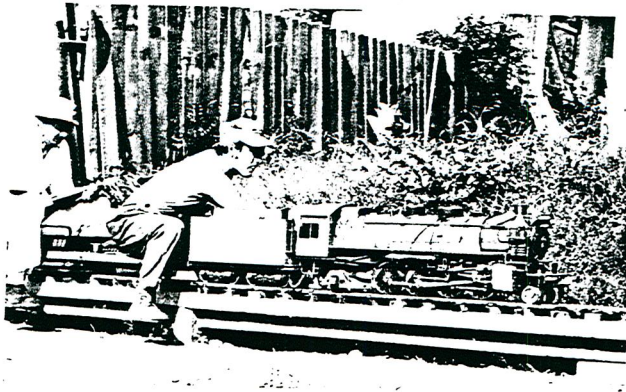


Barry Potter

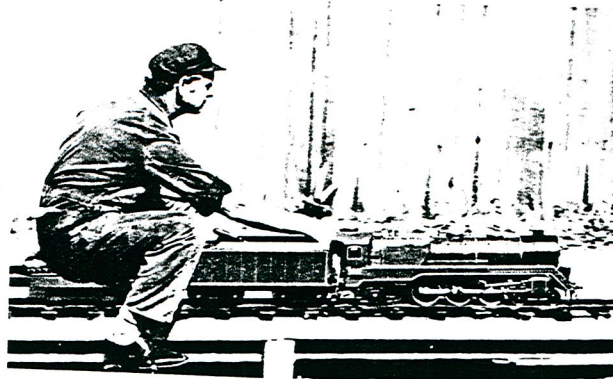


Warrick Sandberg and Bill Richards

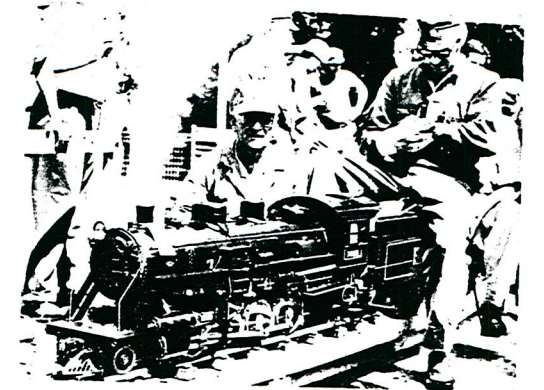
Australian Locomotive Trials March 1977.



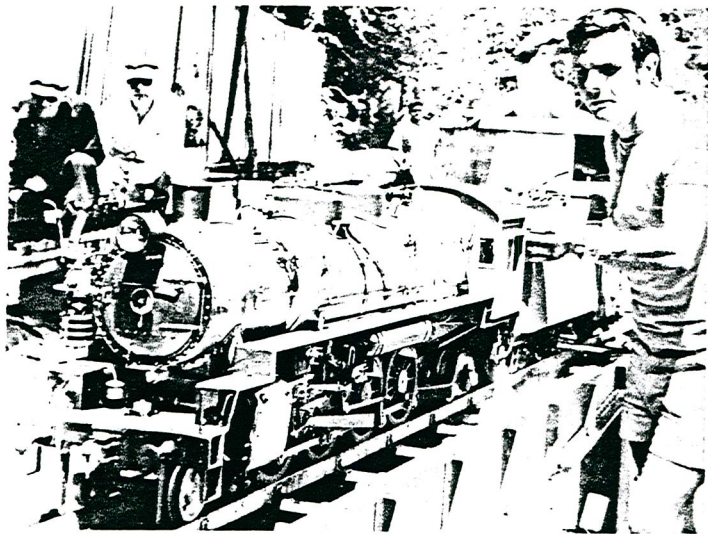
Ray Lee



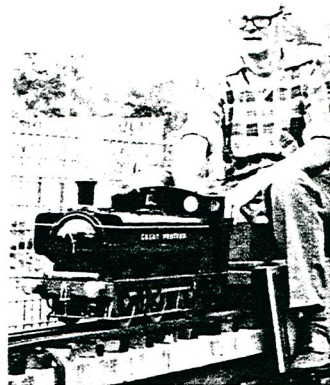
Maura Haynes



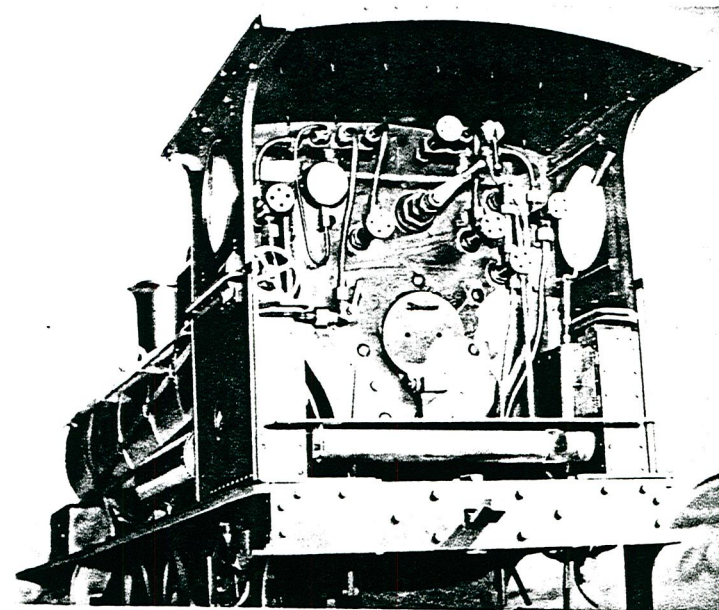
R.V. & R.G. Wood



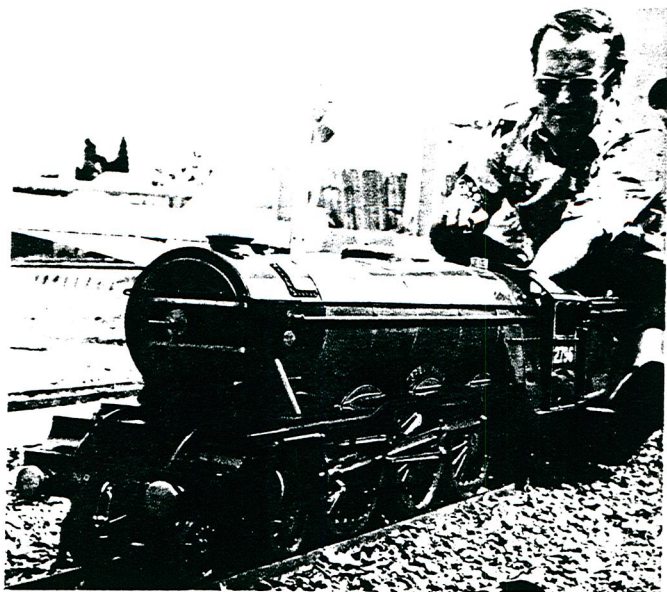
Roy Lee with DS901, coal fired.



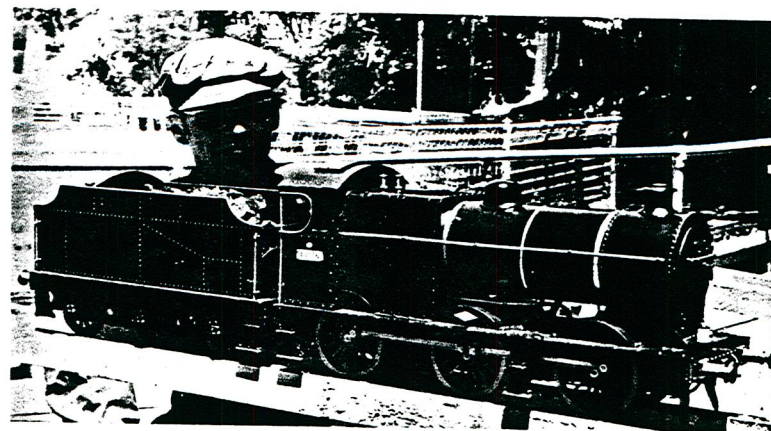
Norm Potter and his
5-gauge Tank engine



Cab view of Barry Potter's 5-gauge 5201



John Hagan
and his 5-gauge
Gresley A3 Pacific.



Gary Esdaile with the 3 1/2 gauge Derby 4F

The use of D.C. motors as a source for traction is due mainly to the comparative ease of the control of the speed of the D.C. motor, also for the availability of small D.C. motors, i.e., car generators, windscreen wiper motors, etc.

I feel a small description of how a D.C. motor works wont go astray.

Components.

Armature This comprises of a cylindrical iron core made of thin steel sheet stampings, with a number of slots arranged along the periphery.

Coils The coils comprising the windings are fitted in these slots, insulated from each other, also from the iron core.

Commutator This consists of a number of copper segments built up into the form of a cylinder, also insulated from each other and the shaft.

Shaft a round steel bar machined to hold the iron core and the commutator.



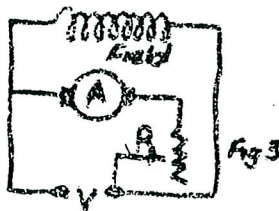
Field the field is stationary and consists of a coil wound around a steel core.

D.C. Electric Motor consists essentially of an armature on which a winding is placed, and a field system which sets up the necessary magnetic field.

The interaction between the magnetic field produced by the current in the armature and the magnetic field created in the field by the field current, producing the driving force to turn the armature.

Speed Control of a D.C. Motor. A D.C. motor can be varied in speed over a very wide range, for speed below normal a resistance is inserted in the armature circuit, for speed above normal the field is weakened by resistance.

Speed Reduction. A shunt wound motor.



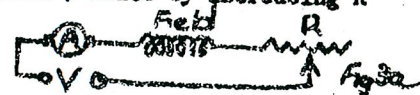
R in fig.3 is connected in series with the armature, the field is across the supply, the resistance reduces the voltage to the armature so the Back EMF (Back electromotive Force) is reduced hence the speed. eg., $BackEMF = V_a - I_a R_a$. where V_a = applied armature voltage, I_a = armature current, R_a = resistance of armature.

Now $V_a = V - I_a R$

Hence $Back\ EMF = V - I_a R - I_a R_a$ or $V - I_a (R + R_a)$

V mains voltage, R_a and I_a are fixed (for a given load) hence by increasing R Back EMF is reduced, consequently so is the speed.

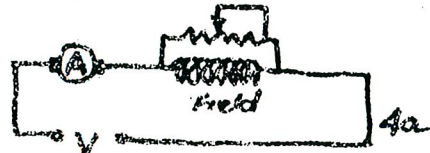
With a series motor R , fig.3a will be in series with the armature and the field.



Speed Increase fig.4 shows the position of a variable resistance R, for increasing the speed of a shunt wound motor. This is used to reduce the amount of magnetic force in the field core, and as speed is inversly proportional to the magnetic field , the speed is increased.

Note Too weak a field can have the effect of offering no resistant magnetic field, causing the armature to become pure resistive and damage to the armature windings can occur.

With a series motor the field is weakened by a field by-pass resistor, or alternatively can be tapped and brought out to a stud type switch 4b



Normally D.C. series motors are used for electric traction in a series, parallel, weak field system. My next article will deal with shunt wound motors for electric traction, and the application of two such motors to my model of a N.S.W.G.R. 46 class electric locomotive.

