

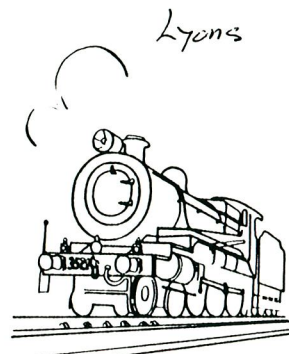
Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.

Address all 'Newsletter'
correspondence to:
The Editor
20 Woodville Street,
Hurstville, N.S.W. 2220

'Newsletter'

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November 1974



Editorial: We have had two charity days in the last few weeks and observations suggest that the elevated track is not operating as efficiently as in the past if the length of the queue is any indication, the problem would seem to be in the number of trains running that only carried one or two paying passengers and also the long delays that take place at the unloading point where drivers stop and take on water and at times have a chat with the bystanders. It has long been proved that the most efficient service is given by three or at the most four trains of adequate power to draw two passenger cars and that they do not delay at the unloading point but as soon as passengers are unloaded that they then proceed to the station where they can be re-loaded while the driver is taking on water, coal and or oiling up. I know that we all like to have a run but we must also realise that the public running day is a matter of business and to earn the wherewithal to provide the facilities for us to enjoy our hobby. I suggest that the smaller engines should get together and double head or even triple head so that we can move to better advantage.

New Office Bearer: With the number of projects and the amount of work involved there has been felt a need for more organising capacity and after much discussion the decision was made to make an addition to the existing three office bearers of our club, this in the capacity of Vice President (Works). As the motion read 'The prime responsibility of the V.P.(W) is the co-ordination of the Society's works projects'. Nominations were called for and an election took place at the General Meeting held 1st Oct and as a result our V.P. is Barry Potter to whom we offer our hearty congratulations not only in being elected but also for being willing to undertake a job of considerable onus. To all our members may I say 'give Barry your support by turning up and being willing to hop into the jobs allocated realizing that it is not always possible to give to you the job that you may prefer. Work is progressing and with the responsibility for the 1976 convention now on our heads we had better adopt the Scouts motto ' Be prepared '.

1975 Convention: A first bulletin has been received from Lake Macquarie and the following points are highlighted.

3½" gauge elevated track of about 1500'

5" gauge ground level track of about 1700'

Points and general standards are based on the S.L.S. track.

Passenger trucks are in short supply and visitors are asked to bring same as far as possible.

Fuel supply is O.K. for Black and Brown (if not in Newcastle then where?)

Accommodation in the immediate vicinity rather restricted, plenty a bit farther out, recommend that you read your N.R.M.A. accommodation book and get organised, for those wishing to camp or caravan there seems to be plenty of room on the club grounds but those wishing to do so should write to Les.Lamb and let him know also there are five caravan parks in the area.

Inflation is with us so registration fees may be up on last year. A map is held by your editor giving the locations of various Hotels, Motels and Caravan parks but please read your NRMA book before ringing me.

Queensland: As usual at this time of the year your Editor paid a visit to Queensland and of course visited the Pine Valley Railway being the Q.S.M.E.E. track, it was good to see the excellent progress being made in the building of a combined shelter shed, station building and kitchen, this will be quite a fine structure when finished and a credit to those who have done the work. The running day was rather disappointing only three engines arriving, the BB 18 1/4 of Ross Keag being based on the site was the main stay, also there was a very nice variation on the Simplex design by Dave Jones this is a Simplex chassis and boiler but fitted with panier tanks and cab etc. a'la Speedy, Ray Parender had his American 'Grant' 4.4.0 3½" gauge. The poor turnout was due to a vintage train run to Nambour on the same day. An interesting visit

was payed to the Q.G.R. museum at Redbank - Redbank is on the Ipswich Road and about five miles before you actually reach Ipswich proper - The museum is set up by the Q.G.R. and is a credit to them, the exhibit is only static but all items are very well maintained and includes an example of all stages of steam locomotion in Queensland. The Q.G.R. also keep a BB 18 1/4 in trafficable condition and run frequent fan trips.

Charity Days: For the Crowle Home Day we had fine weather and some 1800 rides were given, our takings were \$329.40 plus \$77 taken in the tea and drink stall a total of \$406.40 less advertising expenses.

The Lantern Club day was not so fortunate with the weather also there was some confusion with advertising but we still took \$291 and their stalls are believed to have taken about \$300, we were very pleased to have present with us Alderman Mick Lardelli and his wife Gloria also Tony and Norma Archbold Norma being President of the Lantern Club.

Blue Mountains Invitation Day: The weather was great but the attendance was rather poor due in part to the fact that the final 'Steam Extravaganser' at Enfield coincided, even so I think that there could have been a better 'Roll-up'. I had a week-end visitor in Ken Tinkler from S.L.S.Vic who accompanied me and helped in handling my new loco, Ken spent quite a bit of time with movie camera and should have something to show the boys back home. Ross Styles had the Atlantic running early and it was still on the rails when we left for home also running were Warrick Sandberg, John Logan and Noel Bruce and my apology if I have missed anybody out. When I drove in with my new Yankee Consolidation on its trailer I think some of the boys thought that it was a new anti-tank weapon. We all had a very good day and our thanks go to President Kevin Pippen and all B.L.S. members. Members please note that the next Inter-club meet is to be hosted by the Bankstown club tentatively on 26th April 1975.

SPECIAL: Who was the well known club member who did a 'Streak' with no pants the other week? he will be in the 'Gun' if he gets caught.

From our October meeting: Members are reminded that it was determined that ALL locos are to be fitted with WHISTLES by not later than the end of March 1975.

Around the Clubs : Latest issue of the Eccentric - South Coast M.E.S. - gives news of good progress with track work at their new grounds - a first run is to take place 10th Nov.

Auckland S.M.E.E. are going to miss the everready presence of Les. Fitt who has been the power behind so much of the clubs progress. Les is to move from Auckland to a quieter field of activity in Rotarua. I am sure that he will be up for a run with the Kb now and then. A previous issue of the A.S.M.E.E. news records an excellent list of recommendations by their passenger truck committee.

Hornsby and District are working hard at their grounds and we look forward to the day when they get under way.

S.L.S.Victoria have council approval for their Club House and excavation for foundations are already under way, there are hopes that they may move in for Easter.

A new club to join in with the A.M.B.S.C. is the Border Steam and Oil Engine Club situated in Albury, I believe that there are a number of members who used to belong to S.L.S.Vic.

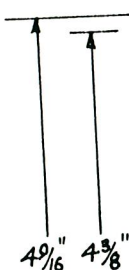
Dates to remember:

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| 16th November | Public running day |
| 3rd December | General Meeting |
| 14th December | Club Christmas Gathering and B.B.Q. |
| January 1975 | No General Meeting. |
| 18th January 1975 | Public running day - Ground level only - |

Special Note Elevated Track: Will all members please note that it was decided that as from the last day 1974 the elevated track would no longer be available so if you want to have a last run before the demolishers take over you will have to get it in during what is left of this year.

John Welch - S.A.S.M.E.E.: News has been received that John has been involved in a very bad accident resulting in a lot of broken ribs and was hospitalised for quite some time however he is now convalescing and making good progress, as most know John makes a good job of what ever he does and inasmuch as he completely wrote off a brand new motor car in the prang he lived (thank the lord) up to his reputation.

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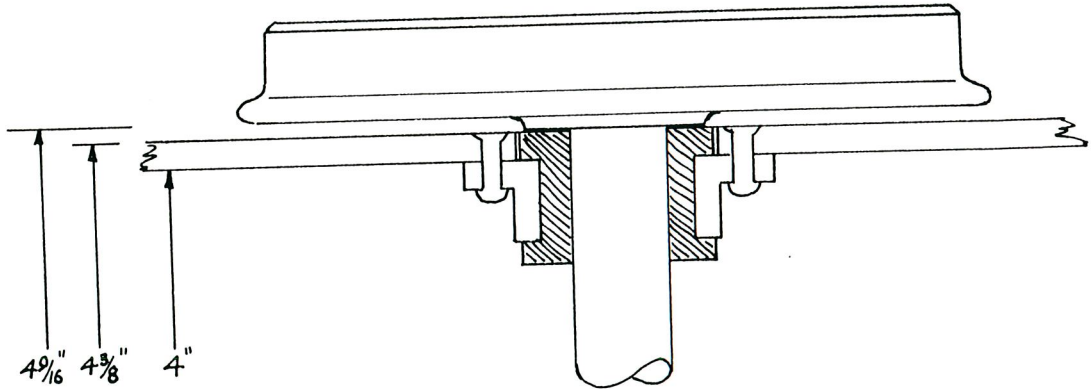
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Wheel Standards:

Recent correspondence in magazines and club journals both here and overseas reveals a fair amount of controversy regarding wheel and flange standards for 5" gauge. The coarse standard adopted by the Sydney Live Steam Locomotive Society and others was originally evolved by our late member Ted Herbert and first committed to paper by myself on 1 - 3 - 1959. Ted operated a private railway at Luddenham N.S.W. which, to the best of my knowledge, was the first 5" gauge ground level track in this country to use points. With the reduced stability of passenger carrying rolling stock on ground level track, it was felt that a flange depth of $3/16"$ was a desirable minimum and in order to achieve a reasonable looking flange profile that would not "split" the point blades or climb the check rails, it was also necessary to thicken them. Full size flanges are $1\frac{1}{8}"$ deep and $1"$ thick, so a figure of $5/32"$ was decided upon. This, or any other profile does not inhibit wear, it merely allows a greater amount of wear to occur before remachining becomes necessary. Incidentally, wheels and flanges do wear rather rapidly and I would recommend that all operators of miniature equipment carry out periodic wheel examinations, they will be surprised, if not appalled at the shape they get into. In regard to width over plate frames on engines with narrow fireboxes, it is quite feasible to work to a figure of $4\frac{3}{8}"$ or even $4\frac{7}{16}"$, given careful workmanship and fairly stiff coupled axlebox springs. (All engines should have stiff springs otherwise they roll around like a half set jelly). It is only necessary to dispense with that part of the horn yolk that spigots through the frame, add it to the inside face of the yolk (to maintain the horn width) and cut the frame opening to clear the axlebox flange (see sketch). This allows the outside face of the axlebox to lie flush with the outside of the frame and still permits an extended wheel boss of $1/16"$ (on $4\frac{7}{16}"$ frame) less lateral clearance which should not exceed $1/64"$ total. Also relocate the position of the spring hangers which must always be on the centre line of the journal. It is essential with this arrangement that the horn yolks be attached to the frames with close fitting rivets or fitted bolts with nuts, not set screws into tapped holes, this is much better engineering anyway. In conclusion, I would like to point out to the writer in 'Hot Oil' that $4\frac{9}{16}" - (2 \times 3/32") - 1/16" = 4\frac{5}{16}"$, not $4\frac{3}{16}"$.

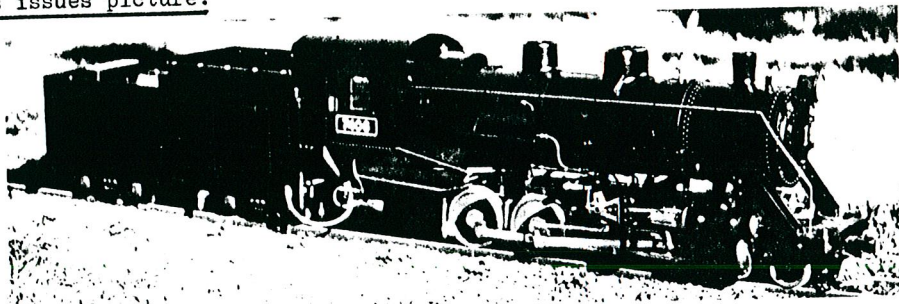
W. A. (Bill) Richards.



FOR SALE: Myford M.L.7 lathe complete with three jaw chuck and motor all in excellent condition \$520.00 those interested contact Ernie Sweet *****

Live Steam Magazine U.S.A.: There have been a number of very good technical articles from time to time, the last issue received starts a series on point design and construction for ground level track, this should be required reading for all our track engineers.

This issues picture:



2 - 8 - 0 Consolidation 5" gauge, design and construction by Reg Wood.

ROSTERS :::::Gate Roster:

16 - 11 - 1974
 18 - 1 - 1975
 15 - 2 - 1975
 15 - 3 - 1975

Ernie Sweet
 Stan Childs
 John Davies
 Terry Geraghty

Garden Roster:

Dec '74 W.Edgecombe, P.Brotchie, S.Childs, D.Cross, G.Floyd.
 Jan '75 T.Arney, C.Gunning, R.V.Wood, R.G.Wood, G.Singline.
 Feb '75 W.Richards, I.Ramsay, C.Hazelwood, J.Ranford, T.Geraghty.
 Mar '75 G.Sharp, B.Kilgour, R.Larkin, P.Hinkley, J.Hurst jnr.
 Apr '75 M.Haynes, G.Sorenson, H.Ball, B.Potter, E.Sweet.