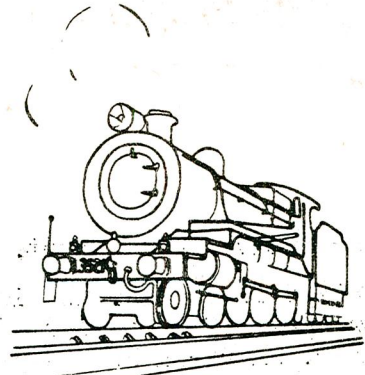


Aliso

# Sydney Live Steam Locomotive Society

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



## 'Newsletter'

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

November 1979.

Vol. 7, No. 4.

### Editorial.

This month my own locomotive, Z 2552, had its boiler certificate renewed, this event made me realise how quickly three years can pass by. After the trials of constructing your first locomotive the enjoyment of driving and maintaining the finished product certainly makes up for the long hours of hard work.

The Newsletter has been in my care for the past three years as well. The members who have contributed have made my task easier and have provided interesting news or stories relating to our past time. The comments from members relating to the newsletter have indicated that the effort necessary to produce the Newsletter has been well spent.

With this Newsletter a series on locomotive construction according to Mike Tyson will begin, not the LBSC type of story but one that I hope you will find enjoyable

John Lyons.

### Christmas Party.

The SISIS Christmas Party and running day / evening will be held on Saturday 8th. December. Attached to this Newsletter is a note to return to Eliz. Tulloch or one of the Society executives who will pass on the information.

Santa will visit the grounds during the afternoon and will distribute your presents, about \$4 value. There will be a childrens party, cakes would no doubt be appreciated for this and for the afternoon tea.

Members and friends are invited to make use of the B.B.Q. facilities, B.Y.O. meat and liquid refreshments, and then socialise or run locomotives or perhaps both.

Come along and make the event enjoyable.

### SPECIAL REMINDER.

There will be a PUBLIC RUNNING DAY on the THIRD SATURDAY in DECEMBER.

The date of this day will be SATURDAY 15th DECEMBER.

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### Charity Day.

The last Charity Day for 1979 was held for the Crowle Home on Saturday October 6th. The weather was not all that good in the morning but cleared to a fine and windy afternoon. The crowd was not as great as other Charity Days and was handled easily by the motive power on hand.

### Locomotive News.

Warrick Allison gave his 3 1/2" gauge "Lion" its maiden run last first Saturday, this is a beautiful little locomotive, it hauled its builder around the track without any effort. My informant of this event claims that Warrick could easily become a professional whistle maker judging by his effort with the one on his latest locomotive.

Ted Esdaille has provided some information on his latest effort, a very business like free lance version of the G.N.R. Gresley K 2 2-6-0 in 5" gauge. The cylinders are 1 1/2" dia. by 2 1/4" stroke, the piston valves are 3/4" dia. and have no rings only oil grooves. The valves are operated by Walsherts valve gear based on that of the NSWGR. C 38. The swing link is on the combination lever instead of guides. Driving wheels are 5" dia. with the leading wheels 3 1/2" dia. The

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Locomotive News. cont.

boiler is 5" dia. and is designed to operate at 90 lb. / sq.in. , it is fitted with two pop safety valves  $\frac{1}{4}$ " dia. The locomotive features power operated reverse gear, American ALCO type as well as power brakes. The tender brakes are operated by way of a vacuum ejector. ( needs more experimenting. ) The smoke box is removable and is fitted with a spark arrestor while at the opposite end the fire box has a dumping grate. The rotary type blowdown valves and the plug type drain cocks are operated from the cab. All axles, both on the locomotive and the tender run in needle roller bearings.

Ted goes on to mention that he has completed all the patterns for his next two projects, a  $1\frac{1}{2}$ " scale Allchin traction engine and "Enterprise" the 5" gauge 2-6-2 tank engine 9( three cylinder ) currently running in the Model Engineer.

Brian Kilgour was on the track with his rebuilt 2-6-0 before he returned to sea. Jack Esdailes 0-6-0 outside framed locomotive is back in service after undergoing out of course following repairs following its escape on the elevated siding, it was good to hear that no serious damaged was caused.

### "5112" Pt.1.

by Mike Tyson.

The beginning of project 5112 began I suppose like many such projects with a discussion on "whats next." After the successful trials and subsequent running of 4613 at many clubs I felt that, OK now thats a play thing, WHATS NEXT

Take Potter's "50" ( Barry Potter's excellent D 50 class immaculate in every way ) how can I emulate such a locomotive, after all parts for such locos as D 50's, C 38's or C 35's etc., even after many hours of searching are not stocked by Nock & Kirby, Grace Bros. or Myres, Hare & Forbs did not even stock cylinders, wheels, frames, boilers etc. How does one build a miniature locomotive.

Well, start talking to every one you meet at running days, Club meets, even your long suffering wife, you never know who's got what. I must put Pat, my wife, as number one requirement, her support from the beginning has been worth all those hours you have to spend in building a miniature steam locomotive.

Now where was I, oh yes, talking to fellow club members and lo and behold a full set of castings available to suit the class of locomotive I wished to construct were for sale. After checking the cash box I find that I am \$15.00 short, right away I give up smoking and save the dough and one set of castings is proudly displayed on the dining room table, the family comments range from " bless him " to " what's that lot for. "

Next, items of machinery, I felt my trusty four year old Black & Decker  $\frac{1}{4}$ " more often  $\frac{3}{8}$ " two speed drill was quite inadequate even though ( three armature rewinds and two field rewires later ) it had given me sterling service in constructing 4613. Once more start talking.

Castings for a pedistal drill appeared from under someones house, a bit of drilling, some welding and " viola " a pedistal drill, single speed, but who cares it looks great painted green and red.

More talking results in one lathe, not so lucky this time as there are things like 50 tooth  $\frac{1}{4}$ " circular pitch gears are missing from saddles, aprons, lead screws, very complicated. Talk again and Mr. Bill Richards, Club President, comes to the rescue and makes the lathe operational once again. By the way, contrary to popular rumour the lathe was not from the engine room of Capt. Cook's "Endeavour".

In the mean time after listening to all the " experts " ( definition of an Expert, from the latin EX. non existant, SPERT, drip under pressure ) on how to build a locomotive I decide to build the tender. So out to my tin shed to tackle the job, drawings, examine Barry Potter's tender, borrow partly constructed tank of Barry Tulloch and away I go. Blueing ink, scribe lines ( where are my glasses ) centre pop, check if it is in the right place, drill one  $\frac{1}{16}$ " hole, time taken 2 1/2 hours. At that rate it will take 25 years to finish the tender, oh why did I start. That night I read a good western and finally fall to sleep convinced that by Friday I will have drilled all 1600 rivet holes.

Bogies, now what to do? What luck, a complete set of original bogies are located at work ( Locomotive Workshops Chullora ) being used as temporary transport

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5112. cont.

for diesel locomotives, so no problem here a "living" set of bogies to copy from. Luck is on my side once again as Ray Lee, well known for his excellent 59 class locos, just happens to be building a C 35 class locomotive and is making patterns to cast parts of tender bogies plus other items suitable for a D 50 class loco, the result castings to machine for wheels, springs, axle boxes, brake hangers, brake shoes, etc., so in no time we have one set of tender bogies completed.

Well over twelve months have now passed and many items have been cut, brazed, welded, put together, looked at and talked about. We will continue the story in the next issue of the Newsletter. Until then, keep talking.

Mike Tyson.

Notice of Motion.

" I hereby present the following Notice of Motion to remove the inner elevated track for the following reasons:-

1. To obviate the restriction of movement of the public through the grounds.
2. The lack of use enjoyed by the structure.
3. To allow adequate clearance for public use ( as distinct from member use ) of the inner main line ground level station loop. "

Proposed by Peter Dunn.

This Notice of Motion will be discussed at the December meeting.

Duty Roster.

- Dec. '79. G.Sharp, B.Kilgour, R.Larkin, P.Hinkley, J.B.Hurst, C.Wear, P.Bradley.
- Jan. '80. M.Haynes, J.Sorensen, B.Potter, P.Dunn, B.Courtenay, K.Sewell.
- Feb. '80. J.L.Hurst, J.Davies, R.Lee, N.Campbell, P.Shields, J.Lyons, V.Lipari.
- Mar. '80. B.Hurst, B.Tulloch, A.Eyre, M.Yule, J.Hyde, B.Rawlinson, L.Davey.

New Members.

The following have been accepted as Full Members of the Society, Peter Bradley, Bernie Courtenay, Brian Rawlinson.

New Publication.

The Don Young publication " Locomotives Large and Small" can be ordered from Bolton Scale Models, P.O. Box 126 Wallsend, 2287. Subscription rates are, Surface Mail \$8.50, Air Mail \$16.50.

Stamps.

The Castledare Club has available a limited number of First Day Covers featuring the stamps depicting locomotives, post marked Geraldton where the W.A. loco was built. Our Secretary has other details.

Exhibition.

The Society has been invited to take part in an exhibition at the A.M.P. Building as part of the Festival of Sydney in January 1980. I believe Mike Tyson will act as co-ordinator.

Odds and Ends.

Model Engineer No. 3615 has a report on The Galston Valley Railway of the Hornsby District Model Engineers Society.

The Steam Locomotive Society of Victoria are working hard to complete their new ground level track so all will be ready for the 1980 Convention. With 1979 coming to a close Convention time will be here in no time.

Cakes and other Goodies are always welcome for sale on public running days.

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Best wishes for the Christmas Season and for  
the New Year.

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