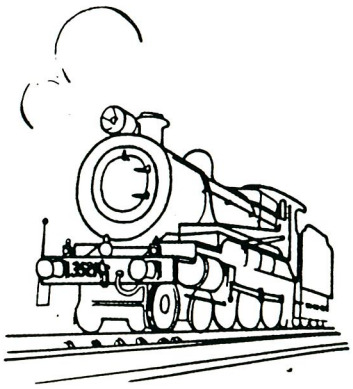
Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.



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

'Newsletter'

Vol. 18 No. 4 November 1990.

The Pedestrian Overpass Bridge.

At long last Ryde Council have approved the detail drawings for the bridge at the southern end of the grounds.

The bridge is essentially of bolted construction. The idea is to allow as many as possible to take part in making the bridge. So come one, come all, dig a hole, pour concrete, cut or drill and it will soon be built. This is not a long project all come and give a hand.

In fact progress has already been good. Two large footings have been dug and the Council inspector has paid a visit.

Reinforcing steel has been purchased, so has the steel for the three spans, the bolts come next week and, by the time you read this, much of the steel will have been cut by six of our members at Martin Yule's factory unit at Ingleburn.

Allan Gottrell has had many of the odd steel shapes cut out for the columns, Jim Hyde has purchased some drills and Brian Hurst has arranged for the flooring to be purchased at the right price.

Rex Barlow has " volunteered " to do welding for the job.

It is hoped you will feel thoroughly left out and rush to the grounds to give us a hand.

Your Directors would like to see the overpass completed early in 1991. Thus it will have been 20 years in the planning and 20 weeks in the building.

More importantly it will allow the tracks to be widened for safer passing trains in the event of a rare derailment, just as soon as possible.

Graham Sharp.

The Bridge, continued.

While the team mentioned in Graham's Report were busy cutting and drilling at Ingleburn other work was continuing at the grounds.

The first of three and by far the biggest FOOTING is progressing well, it is situated inside the inner ground level track. The hole is about 2 metres deep, 800 mm wide and 2300 mm long. The form work is now well under way as is the reinforcing steel. There is a beam at the bottom supporting two 400 mm square columns. (I hope that description is correct.) It is intended to pour the concrete on the forth saturday , weather permitting.

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Vernon Condon and John Hurst sen. are both at the moment recovering from heart surgery, our best wishes for a speedy recovery. Both have been down to the grounds John even looking for light duty work.

Central West Excursion.

Barry Potter has extended an invitation to members to visit his track at Spring Terrace on the weekend of December 1st and 2nd. It would probably be a good idea to notify Jim or Henry of your intention to go so that Barry has an indication of how many to expect.

CHRISTMAS B.B.Q.

This year a B.B.Q. tea will be held after the December running day, Saturday 15th December. Members are invited to stay on after the running day or to come along in the late afternoon and join in a Bring Your Own B.B.Q. Following this some evening running canbe enjoyed.

Try to get along and help make the night worthwhile.

Guards Cars Reported by Bryce Peake.

For some time there had been discussions at the club to make the guards cars more comftable for the member whose job it is to guard the train.

George Robinson on one of his trips to the south coast came across three seats which he procured for the club with the idea of them being used on the guards cars. Bill Richards suggested the frame should be made of Unistrut material. So eight vacuum brake bogies were bought from Warrick Sandberg for this purpose.

Making the cars, 4 feet lengths of Unistrut channel were used for a centre piece. Two pieces of 2" by 3/8" flat bar were bolted onto the channel to carry the bogie. The decking was gal. iron sheet with edges folded down, a third piece of 1½" by ¼" flat bar was bolted on the channel to carry the front legs of the seat. All other fittings were then bolted on to the Unistrut channel thus making a very simple frame. This principle of construction could be used to make passenger cars.

Duty Roster.

Dec. '90. T.Arney, G.Farkas, P.Dunn, M.Tyson, H.Ryan, K.Gapes, K.McMahon.
Jan. '91. W.Richards, T.Geraghty, W.Sandberg, J.Ranford, J.Hagan, H.Spencer, A,Cottrell.
Feb. '91. G.Sharp, B.Kilgour, R.Larkin, J.B.Hurst, C.WEAR, T.Collett.
Mar. '91. A.Mackellar, V.Scicluna, P.Ferguson, E.Holmes, J.Stevens, D.Price, K.Sewell.

Gate Roster.

Dec. '90. J.Hagan. Jan. '91. B.Peake. Feb. '91. J.Leishman
Mar. '91. B.Rawlinson.

Editorial.

I would like to take this opportunity to thank those members who have contributed something to the Newsletter this year. Next year it would be good to have some extra items for the Newsletter, it would make more interesting reading.

On behalf of the Society I would wish all members and friends of the Society the best for Christmas and the New Year.

John Lyons.

Breakthrough.

Unfortunately the weather did not play its part for this day and only a small crowd attended. A great effort was made by members to make the day a success and while the financial return may not have been as high as expected it was a great day socially for the members who attended.

Boiler Testing.

To save time and problems boilers should be correctly presented for testing. All fittings should be sealed if necessary and the boiler test connection fitting should be 5/16" by 32 T.P.I. female thread.

Owner.	Boiler No.	Loco.	Date Due.
G.Farkas	N.A.68. 1	4-4-2 3½"	27. 2. 91.
J.Davies	N.A.69. 5	4-4-2 3½"	DUE
P.Brotchie	N.A.69. 8	2-8-0 5"	7. 5. 91.
J.Hurst	N.A.69.15	4-8-2 5"	7. 5. 91.
J.Davies	N.A.69.17	4-6-0 2½"	DUE.
J.Hurst	N.A.70.28	4-6-0 3½"	7. 5. 91.
B.Hurst	N.A.70.29	2-6-0 2½"	7. 5. 91.
R.Lee	N.A.73.59	2-8-2 5"	over due 21. 3. 90.
H.Ryan	N.A.84.110	0-4-0 5"	29. 10. 91.
T. Holmes	Q.A.73.17	4-6-2 5"	2. 7. 91.
[illegible]yons	N.A.76.79	2-6-0 3½"	5.11. 91.
G.Sorenson	N.A.77.89.	4-6-0 5"	12. 3. 91.
A.cottrell	N.A.85.117.	4-6-0 2½"	over due 12. 2. 90.
D.Price.	N.A.85.118.	0-4-2 5"	19. 10. 91.
R.Lee	N.A.87.123.	4-6-0 3½"	over due 4. 7. 90.
G.Butfield	N.A.87.124.	Alchin T.E.	over due 12. 9. 90
P.Shiels.	N.P.84.03	4-8-2 5"	over due 3. 10. 90
P.Shiels.	N.P.84.02.	4-6-2 5"	over due 1. 8. 90.

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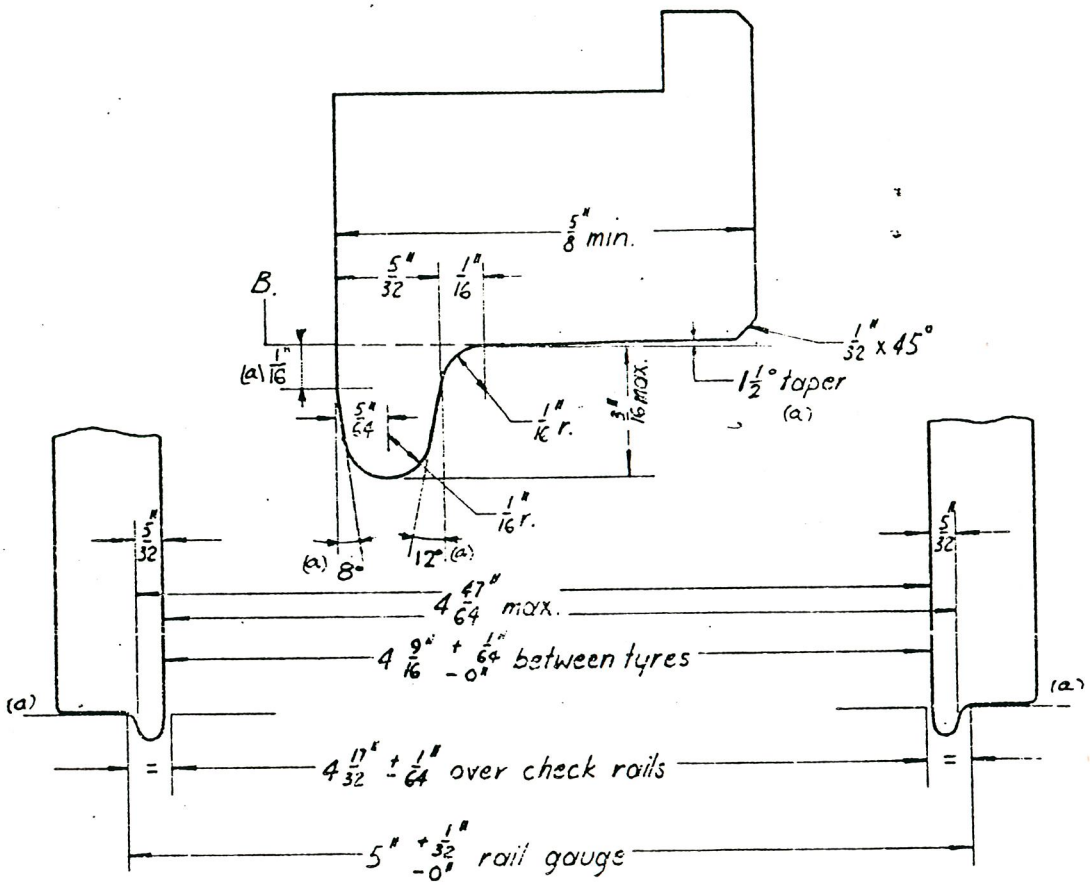
(4)

V.18. No. 4

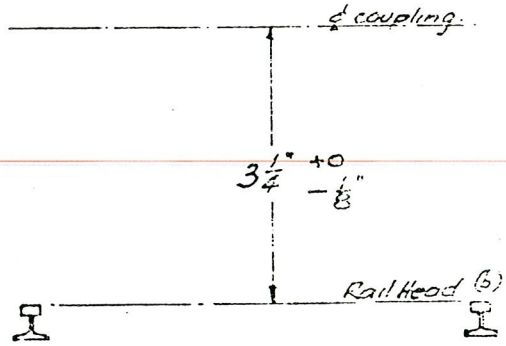
(Car running boards - $\frac{3}{8}$")

B. For intermediate driving wheels where flanges are not required the tread diameter shall be machined parallel for the total width of flange and flange to tread radius Viz. $\frac{5}{32}" + \frac{1}{16}" = \frac{7}{32}"$

C. For intermediate driving wheels where "thin" flanges are required the flange width shall be $\frac{1}{8}"$. The reduction of $\frac{1}{32}"$ to be effected from the front of the flange.



AUST. STD. COUPLING HEIGHT.
(Not to scale)



Postal Address

P.O. Box 124
West Ryde N.S.W.

Date	Revision	
(b) 10 OCT. '73	AUST. STD. COUPLING HEIGHT added.	S.L.N.C.
(a) 16 NOV. '70	1½° TAPER WAS 1 IN 50, 8° ANGLE WAS ℄, 12° ANGLE ADDED, 1/16 ADDED.	S.L.N.C.

SYDNEY LIVE STEAM LOCOMOTIVE SOCIETY	Scale	Passed	Date
STANDARD DIMENSIONS,	Full Size & 4 Times Full Size		1·7·66
	Drawn	1 5 1 A	