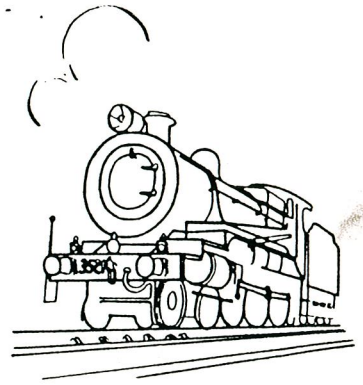


Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.



Newsletter
Correspondence.

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'Newsletter'

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Handling those BIG locomotives.

Members may be interested in knowing how I work on and store the big "V". The engine lives on a mobile stand. This is fitted with fixed wheels at one end, and castors at the other. The rails are 75mm channel and the whole is arranged the same height as my trailer to facilitate rolling the locomotive on and off across a short bridging piece. I wanted to be able to roll the engine along the stand for at least a full revolution of the wheels (I made it one and a half) without it falling off the end. As the tender has a hand brake I did not consider it necessary to fit the stand with buffers or similar, but these would be a wise addition if you have any little helpers around ! The castors are well to the end to allow easy access to the underneath of the locomotive.

I purchased a chain block to do the heavy lifting. As I was blessed with a 6" universal beam across the middle of the garage ceiling, I made a runner to allow the chain block to be manoeuvred back and forth. This was made up of 1/4" plate (actually the offcut from my Briggs boiler dry throat plate) and used some odd sized metric ball races I picked up cheap at a car swap meet.

A 100 mm UB was made into a spreader beam by welding on some steel blocks with holes to suit suitably sized shackles. A variety of holes allows for the correct balance point to be obtained. The beam is designed to lift either the boiler (with smoke box) alone or the whole locomotive and lifting positions are provided for both at the appropriate centres.

The engine has a pair of lifting holes (prototypical) in the frames ahead of the smoke box. The rear end is lifted by a special draw bar with a lifting ring that fits neatly in the drag beam coupling.

In addition to the above I have a small trolley on castors which has proved very useful for placing the boiler on and moving it around, and a work bench with wheels that I can locate under the roof beam to lower the engine on to it and then move it back to the wall, to allow me to still fit the car in !

Some sketches are attached, I hope they help.

R.Warwick Allison.

From the Secretary.

The Signalling Manual will be issued to all members in the near future.

The Society will be host to the children from the Narooma Public School again this year on Thursday 25th November. They will be arriving at about 9.30am. Any members who can come along on that day, either with a loco or just to lend a hand will be most welcome. The year five class from Narooma have an exchange visit with Kent Rd. Public School, after the visit last year they, the students, were asked to name the high light of their time in Sydney, the time at our grounds won hands down.

A Christmas get - together and barbecue will be held following the 18th December running day. Its BYO everything, come along and enjoy a night run and good company.

The ground level track superintendent reports that point failures on the last 2 running days have been caused by ash falling into the blade area of the points. It is proposed to ask all members to fit ash hopper doors to their locomotives following installation of ashing facilities on the ground level system. Note: This is a preliminary notice only; think about it and what you can do to help the situation.

Work will be commencing in earnest on the signalling installation on the elevated track using the full sized ground frame that has decorated the grounds for so many years. Volunteers are required to help complete this work in a reasonable time; contact Warwick Allison and he will be able to guide you in the most effective way to help.

Henry Spencer.

Reports.

Running days since the last Newsletter have continued to be well supported, the rides record continues to increase but we must be very close to saturation point soon.

The day where we combined with the Deniston Bowling Club to raise funds for a special Ryde Hospital project saw member Gary Esdaile renew acquaintances with many members. Gary's wife, Lyn, is Assistant to the Executive Director and Co-ordinator of Public Relations of Ryde Hospital.

The Wagga Wagga adventure was a very enjoyable exercise. The SLSLS was represented by 4 locomotives and 11 bodies. The locals were very surprised that three of our 'little 5" locos' could easily manage the six passenger trucks full of people.

The Hornsby and District M.E.S. had their birthday celebrations the second weekend in October. There were a good number of SLSLS members present for the official opening on the Saturday along with a Parliamentarian, some local Councillors and a day of total fire ban. Petrol power and electricity ruled the day. There was the usual display of the results of the various model engineering and model boat building activities of the Hornsby members; many fine examples of craftsmanship.

Duty Roster.

December '93	Group 3.	Gate. J.Davies.
January '94	Group 4.	Gate. G.Esdaile.
February '94	Group 5	Gate. T.Eyre.
March '94	Group 6	Gate. G.Farkas.

George Robertson suffered a slight stroke a week or so ago. Best wishes George for a speedy recovery.

Editorial.

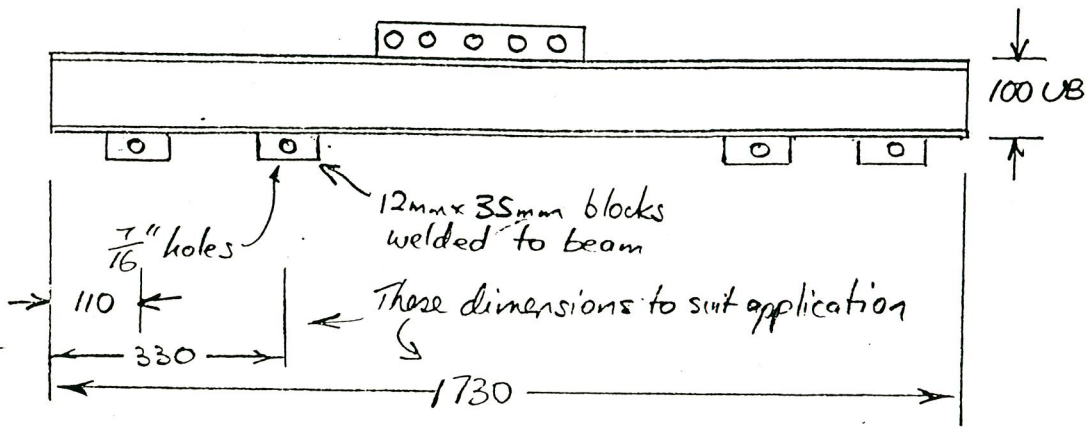
Best wishes to all members of the Society for the Christmas and New Year season. Special thanks to those members who have taken some time to contribute to our Newsletter, I hope we will have lots of contributions for 1994.

John Lyons

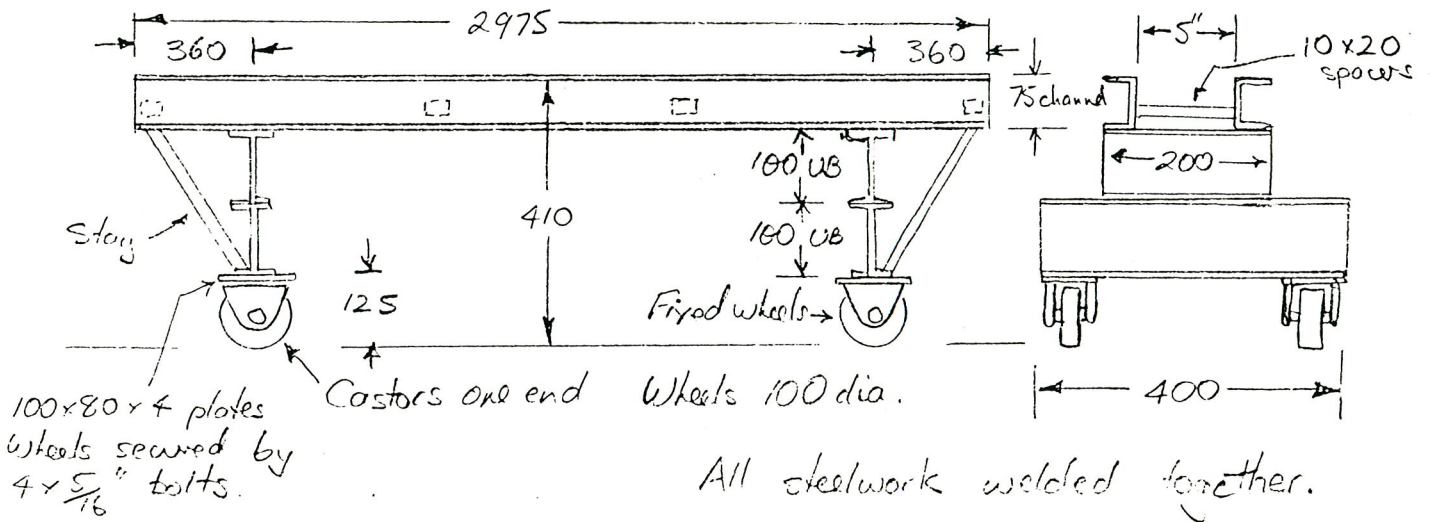
Spreader Beam

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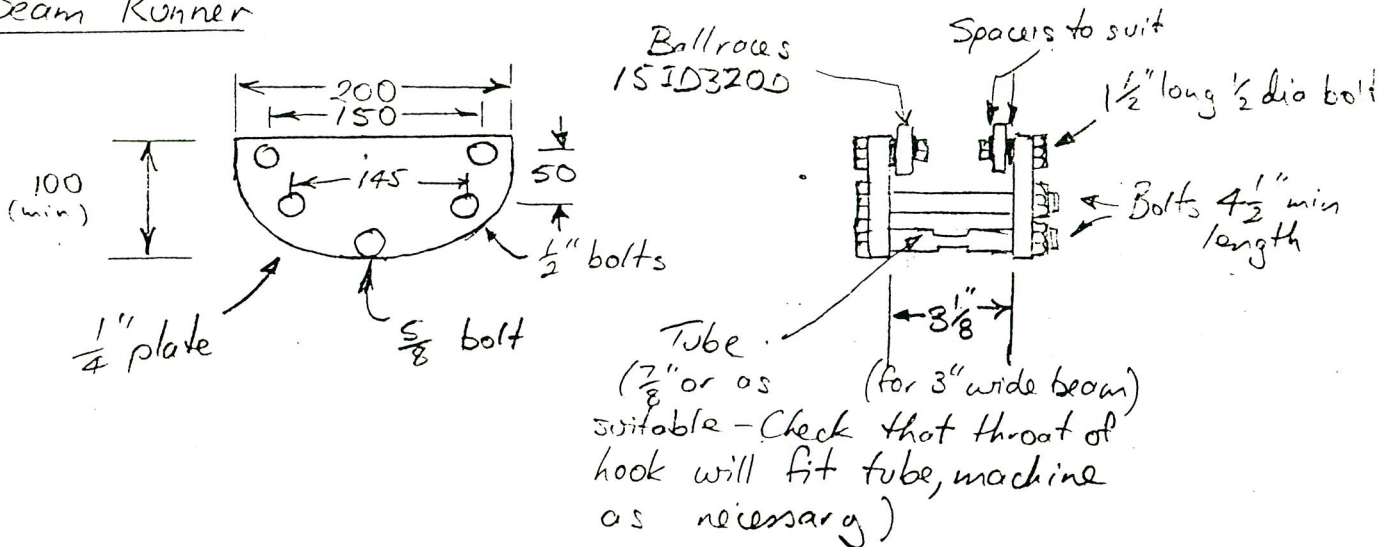
VOL. 21. NO. 4.



Mobile Stand



Beam Runner



No Scale.

RWA
8-5-93