

Vol. 32. No. 3
August 2004

Running Day Reports

May 2004 Running Day Report.

Great day weather wise, late autumn could not have been better. Allan Mackellar was on the gate again and had the busiest session he had ever had. Visitors came in steadily all afternoon, even right up to 4.00pm. Ground space was at a premium, there were many party groups, too numerous to count. The area between the clubhouse and the inner station was also crowded.

Elevated running provided a varied display. Jim Leishman hauled three cars and a van with his Ps4, 4-6-2. Bernie Courtenay, SMR 10 class, started the afternoon with the same carrying capacity but found one of the cars giving trouble. After cutting this car out Bernie continued with two cars for the rest of the afternoon. Jim Mulholland had the 0-6-0 pannier tank "Pansy" out for a run after a rather lengthy lay off. David Thomas ran his B10, 2-6-0 and I had the 19 in steam. These three locomotives all hauled one car each. The 19 ran well all afternoon, one car provided an excellent load even when filled with all adult passengers.

On the ground level outer John and Barry Tulloch ran the "J", 2904 and oil fired D5902 respectively. The Hurst's, senior and junior ran the 4-8-2 Mountain consistently all afternoon except for a short return to



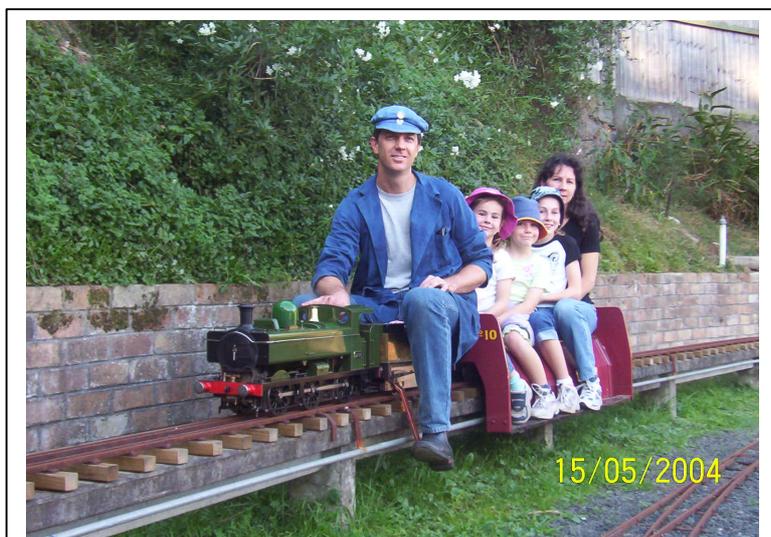
Max and Bitza assisting Andrew on V1224 on a busy May running day.

depot for some injector attention. With Henry Spencer on the sick list Max and "Bitza" coupled up in front of V1224 with Andrew Allison at the regulator about mid way through the afternoon on the inner track. Andrew reported that the extra help was very noticeable. The second train on the inner was driven by Ray Lee, C3803, running very well all afternoon. It seemed that all drivers on the outer had instructions to not lose time on the way up the hill. There was some truly spectacular driving. Lap after lap the Tullochs with the two "Baldwins" stormed up the grade as if it was not there. The Hursts have always worked the 4-8-2 hard but young John made an exceptional standing start on the grade after the embarrassment of stalling due to lack of steam.

With the big crowd many of us drivers were packing away in the dark and while it had been a good day it did start getting very cold after the sun set.

One of my former teaching colleagues made a visit to the grounds for the second time in twenty five years and was very impressed with the grounds improvements the Society has made in that time.

The ride tally for the afternoon was 3072, which was the best May result for eleven years. Everyone was busy, we had to operate without a stationmaster on the inner till Steven Border arrived. The canteen did a brisk trade with Elizabeth, Diane, Bernadette,



Jim Mullholland and family with the Pannier on the elevated track.



A busy loco after the May running day.

Joy and Mrs.Eyre doing a wonderful job.

Early in the day Jack Grierson applied some more paint to the banner signal. Mark Gibbons and crew attended to the securing of the matting on the bottom curve deck. The old cable ties were replaced with new ones and the sharp bits located below the surface.

June 2004 Running Day Report

The 2004 June running day was to be one of the biggest we had for some time but the weather forecast would have put many intending visitors off, cold with a southerly change and a chance of rain, not a good prospect. The morning was sunny and when the gates opened Paul Taffa had a very busy time for the first half-hour or so. By 2pm the cloud had arrived and at about 2.30pm so did the change with some very strong gusts of wind stirring up the leaves. The air temperature dropped and there was some rain. This did not last long, it made the track slippery and sent some of the crowd on their way.

Before running got under way Greg Croudace ran his 3 1/2" QR 4-8-2 tank engine. On the elevated track Ken Baker, "Simplex" and Bernie Courtenay, SMR 10 class took five cars and a van and ran well till Ken had to leave at about 3.00pm. Bernie continued with a reduced loading of three cars. Jim Leishman, Ps4 4-6-2, took a load of four cars and a van. I spent the first hour and a half at the regulator of the Ps4 as Jim wanted to spend a short time with a long time acquaintance. The locomotive did a great job, one lap in particular, where the loading

The new unloader was tested in service today with several locos being unloaded across it with total success. Some items have been noted for adjustment. Some of these are:

1. Modifications to the loading plate (shortening plus some wheel guides).
2. Slowing down the lift action.
3. Pondering about the change in trailer height as the loco is rolled off.

Interlocking will be added soon, so that when it is locked in place, the controls will not activate to either lift or lower.

The locomotive cradle is planned to be galvanised.

Steve Border came along in between moving house. He is leaving for the UK for 6 months or so and I am sure we will keep in contact via email! Good luck Steve.



Liz, Bernadette, Di, and Mrs Eyre all ready for the June onslaught! Joy appeared just after the photo was taken!



Geoff Sorensen & 3142T leads Ray Lee & 3803 on a full load on the July running day.

Over lunch Mick Murray showed us his wares from Reeves, including a whistle, and lovely hydrostatic lubricator. All we need now is the loco!

The girls were kept busy in the kiosk. Obviously if its cold, then you just have to eat, and they ran out of hot dogs and Joy had to make a visit to the shops to restock.

About 4.30pm things all seemed to stop with trains empty and coming off. We gave 2335 rides which was pretty well spot on average for a June. As far as the calendar year is concerned, we are about 1300 rides above the closest year since 1994 in total cumulative rides-a pretty good result, and on track for a new record (unless the drought breaks on a third Saturday!)

I happened to notice that there was a Mr. Whippy Van parked at the Anthony Rd. gate for the early part of the afternoon. The driver obviously was pleased to try to flog off his wares to our visitors as they waited for the gates to open.

July 2004 Running Day Report

The cold day and the threat of a severe cold change with storms and rain that the weather bureau had promised all week probably kept the numbers down. At Seven Hills in the morning it got off to a cold but sunny day but away in the southwest things did not look very promising. I was hoping the day was not going to be spoilt as one of our family friends had invited a large group (pre-purchased tickets) for a birthday party. This was a second generation affair as

the mother of the two year old birthday boy had visited the grounds years ago as a child with my two children. There were a couple of other party groups but still plenty of open space. As we got under way some very dark clouds passed to the north (storms in the Lake Macquarie area) and the queues were of a reasonable length all afternoon. Martin Yule was on the gate and after the initial rush had a relatively easy afternoon.

The elevated track ran three trains. Jim Leishman, Ps4 4-6-2 took four cars and a van running all afternoon. Ken Baker "Simplex" and my Z1915 hauled three cars and a van. When I had to return to loco for an early departure Z1915 was replaced by David Thomas, B10 2-6-0 for the rest of the day. Paul Taffa took two cars with his "Hunslet" 0-4-0 now back in stride after an overhaul.

The big show for the afternoon was on the outer ground level with the two 1½" scale locomotives coupling together on a train of seven cars and a van. The WAGR V1224 and TGR R class, Andrew Allison and Henry Spencer, made light work of the loading. The second train on the outer was Matt Lee with Ray's C3506 and Robert Smithers D5903. Matt came off early and was replaced by John Tulloch with the "J".

The inner track had the usual two trains, one was run by the Hursts and the Mountain 4-8-2, while the second was controlled by Ray Lee, C3803, and Jeff Sorensen C3142.

Before heading off I joined one of the party groups just after the cake was cut, what timing! Mark Gibbons was flag man at the crossing near by so I was able to arrange cake and coffee for him as well.

When the change eventually hit the temperature fell but fortunately the rain was not much of a problem, however, it did give the hint to some people to head home.

The day ran fairly well without any major incident and resulted in 2169 rides, which is about 130 less than the July average, and sufficient for this year to hold its place with the highest cumulative number of rides in



Henry & Andrew with the big power of the R & V passing Robert Smithers with 5903 and Matt Lee on 3506.



David Thomas on the B10 leading Ken Baker with Simplex on a 3 car train on the elevated track, on the July running day.

the last 11 years. We had an excellent role up of engines, and only one Signal Box stuff up where one train seemed stuck on the main line and couldn't find the station! Eventually the cold caused locos to retire from about 4pm. The ladies did an excellent job with hot coffee and refreshments and did a roaring trade. On the morning of the running day we inspected the entrance bridge to see if we could prevent kids walking and swinging on the protective rail. Mick did some adjustments and hopefully access is now more difficult.

Orange Interclub Visit

Bernie, Brian Rawlinson, Warwick and Andrew ventured to Orange for their interclub. The Friday,

reported by those who were there, was overcast, cold and dismal. However the Saturday and Sunday were glorious with bright blue skies. The air temperature was low, and a breeze put a cold chill into the air. There were a large number of locos present including Lionel with 3811, Craig Hill 380? (the black streamlined one pulling Phil Gant's suburban cars-wonderful!).

The other locos there as far as can be remembered are: three Blowflies, and one Blowfly Garratt, Bruce Willis' new 38, a blue 36, an A10, a Bullied pacific, Jeff Wakeham's 32class, a 30class, Joe Huntley's caney, a few battery locos and one petrol powered machine. There would have been a couple of more steamers. On display was a partly built Tin Hare, with a very nice body, an XPT power car, a 30 class chassis with slip eccentrics, by an Orange member, and 3239 and a 30T by Barry Potter.

3239 was fully painted and looked magnificent. A true work of art. This loco also ran at the Hot Pot.

The chill froze most people off the track by 4pm. Interestingly enough the breeze vanished with the sun, and going out for tea was quite pleasant, although next morning there was a frost on the cars that took some shifting.

What's Doing!

Loco and Rolling Stock News

Greg Croudace has had his 4-8-2 QR lookalike tank loco in steam. This is a large loco for 3½ inch gauge. Greg has stripped it right down and given it a major overhaul. Also seen at the grounds is an old 4-4-2 SR Atlantic built by Cec Mackellar and now in the care of the Tullochs. Bernie has had the 2½ inch gauge Princess in steam. This has a really noticeable bark, more akin to much larger locos. Also in steam again is Brian Rawlinson's Blowfly, after injector and safety valve attention. David Thomas has shown us another component for the 620, this time a buffer beam, complete with extended buffers.



Lionel instructing Andrew on 3811 at the Orange Interclub. Next to it is ILS Bruce Willis' 38 class.

The New Unloader

By the time you read this the new unloader will be in operation. A few words on how it works probably won't go astray. It is a hi-tech version too!

Until a proper house for it is constructed, it will live outside under a tarp. It is secured to the end of the rails by a main gate lock. When in this position it is connected to an automatic voltage and current regulated battery charger which is designed to stay on all the time and keep the battery fully charged. To use the unloader remove the tarp and lock securing it to the end of the track. Unfold the wings carefully each side. Unlock the battery door, and switch on the unit using the switch inside. A red LED on the control



The new unloader complete with its fresh coat of paint and the newly galvanised locomotive cradle.

panel will indicate that power is on. The unit can now be raised and lowered using the control lever. I'm afraid you have to push and pull it along the track! When the unit is lined up with the departure track, lock the unit in position by operating the lever on the right which plunges a bolt into a matching hole under the track. Operation of this bolt lever will prevent the unit from being raised or lowered, so when the unit doesn't respond, check the bolt isn't in! When the bolt is withdrawn a green LED on the panel will indicate that the unit can be raised or lowered.

When the unit is finished it should be left stabled at the track end so the battery can be charged.

When being packed up for the day, lower the cradle onto the support rails, ensure the unit is locked to the rail end and the internal switch is off (the red LED will be extinguished), and the battery cupboard door is locked. Fold up the wings and cover with the tarp.

While use of the new unloader will be a lot easier and safer than the previous unit, it will be wise to ensure that unauthorised persons do not use it. When unattended it would be a good idea if the internal switch were turned off.

The Old Unloader

The old unloader is surplus to requirements. If anyone has an interest in obtaining it, please advise Warwick or Henry. It will go to the best offer.

New Arrival.

Peter and Sharlene Lyons have taken delivery, in June, of a new daughter, Gemma Rose, a sister for Rhianna Elisabeth. All are doing well, as are the grandparents.

General Notices.

1. **Whistles.** Bill would like to remind Guards to return club whistles to the signal box at the conclusion of their shift.
2. **Keys.** The ESP keys are now redundant.

before the order proceeds.

Works Reports

Elevated Track

Ken and Paul have been putting a large number of sleepers in on the elevated. Progress has been substantial and it certainly makes the track look and ride better. Bernie and Bill fitted new wheelsets to an elevated carriage. We have some bogies that also will be fitted soon. The banner signal Jack had been restoring has also been installed. Jack's restoration of this signal is a beautiful job-probably too good to leave in the weather! Jack Grierson has also finished repainting the air-operated banner ex the loco depot.



The ex-Campbelltown banner signal superbly restored by Jack Grierson and with the retaining wall supplied and installed by Mick Murray.

Postcards

Following a suggestion by Vernon at a members meeting for something to sell of a souvenir nature, it was agreed to obtain some postcards of the Societies running days for sale to the public. Four different postcards have been ordered. The sale price will be \$1 each.

Shirts

There is a list on the noticeboard for club polo shirts. The price is \$29.70 each. If you are interested in one please put your name on the list! We need to have a minimum order of 12

Garden Roster

September	B.Courtenay, K.Baker, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa, D.Lee.
October	J.L.Hurst, J.B.Hurst, S.Border, A.Cottrell, J.Leishman, J.Lyons, B.Rawlinson, M.Tyson, M.Yule.
November	B.Hurst, G.Croudace, T.Eyre, M.Lee, R.Lee, R.Smithers, B.Tulloch, J.Tulloch.
December	H.Spencer, A.Allison, M.Gibbons, W.Fletcher, M.Gay, G.Kirkby, B.Muston, J.Noller, P.Sayers

Gate Roster

September Barry Tulloch.; **October** Mike Tyson.; **November** David Thomas.; **December** Andrew Allison.

Jim also welded up the broken escapement on the elevated crossover points, and we cleaned, adjusted and oiled them to fix their operation.

At the July Directors meeting consideration was given to the guard issue on the elevated track. There was a general consensus that this should be progressed with consideration as to what was necessary to achieve an adequate level of safety and to this end, an analysis has been done.

At the August special meeting the proposal was accepted by the members present.

Ground Level Railway

Brian Rawlinson, Andrew, Barry and Warwick resleepered a number of panels of track on the inner and outer main. This included formation correction plus weedmat and new ballast.

Brian Hurst (and others) have been painting still yet again! This time some ground level signals and the white point levers have received attention.

Ground Improvements

The clubhouse clock doesn't make the noise that we found so annoying after Barry adjusted it for daylight saving. Bernie has supplied the new clock.

Jim Leishman is looking at what can be done with the rusting mesh on our entry bridge. A roll of mesh has been purchased and this will be installed and if satisfactory, this method will be used to do the rest of the bridge. Brian Hurst replaced some tiles in the kitchen that fell off. This was a dusty job, as he used the angle grinder to remove remnants of the old grout and glue. Jim Leishman has relocated the Zip hot water unit to make it easier for the ladies to use both the Zip and the Urn at the same time. Mick, Lionel and Brian attended to replacing 2 weldmesh fence posts which

had corroded off at ground level. The old concrete blocks were dug out, and the posts were replaced with ones removed from the elevated loco area, complete with concrete already in place.

The tree lopper has been at the grounds to remove some dead branches from the pine trees. The contractor removed all the bits as well, so members were spared from having to shimmy up trees with saws and clean up the mess! This work eliminates the problems of branches falling at inappropriate times. Thanks to David Thomas for organising this.

David Thomas also vanishes into the gardens! We don't know what he does there, but he is certainly hard to find!

Features

President's Report-2003/2004 Warwick Allison

1. Running Days & Events

Rides in 2003/2004 (from June 2003 to May 2004) were 27,995. This is a big rise over the previous 12 months and returning us and exceeding the levels of the year before.

Attendances are becoming more consistent from month to month and regular results of over 2000 rides each running day certainly add up over the year. The prepaid entry tickets are working well and are a benefit to our patrons, and ease the strain on the gatekeeper.

The 12 month injury rate of 0.004% is much lower than 0.017% of last year and the 0.026% of the year before. This rate did actually hit zero for a while. This is an excellent result. The big problem with such low figures is that even one incident can cause a big jump in the statistics. Nevertheless it is a great achievement. How

did we do it? It would be worthwhile to analyse this. Over time we have made many small but critical improvements to our operation. This steady focus on safety improvements brings results. It might be worthwhile to quickly review what we have done!

We have improved our rolling stock by providing enclosed end

Diary

7 September	Directors Meeting
4-5, 11-12, 18-19 Sept	Mudgee Wine Festival
18 September	Public Running Day
17-19 September	Canberra Floriade Invitation Run
2-3 October	Model Engineering Exhibition, Monash University, Victoria
5 October	Members Meeting
8-9 October	Hornsby Model Engineers, Birthday Run.
16 October	Public Running Day
16-17 October	Traction Engine Rally, LMLSLS, Edgeworth,
2 November	Directors Meeting
5-7 November	Wagga Wagga Invitation Day
20 November	Public Running Day & next newsletter!
4 December	Members Christmas Party, BYO BBQ Tea



Digging the trenches for the extension of the unloader track footings.

and weed mat in conjunction with continuing maintenance has produced a railway which maintains its line and level longer, and is easier and cheaper to maintain.

We have achieved a lot that altogether has contributed to give us a better performing and safer railway. However, together with ongoing maintenance, we still need to give a high consideration to our Operation, including the warnings to passengers, the oversight of guards, the level crossing supervision, footwear compliance and a high level of driver control in order to ensure we continue at this safety level. This is no mean feat for a 5 inch gauge ground level railway. We should be pleased and keen to

maintain it.

Thanks to Chief Train Controller Barry Millner for handling the train organisation and Signal Box supervision, as always, most reliably. A special thanks to Mark Gibbons who has fulfilled the role of Track Superintendent with enthusiasm. Mark takes the responsibility seriously and many little problems are fixed due to Marks attention to detail.

Liz and Di, assisted by Joy, Bernadette, and Mrs Eyre faithfully man our kiosk. Our running days would be very much the poorer without them and their assistance is greatly appreciated by all the members. Thanks also to the other ladies who assist from time to time. Your help on whatever days are possible is much appreciated.

The President's breakfast held in early May was not as well patronised this year but at least we had plenty of food! The sick kids day for Malcolm Sargent was very well attended with probably the largest number so far. Our charity day in November had just under 2000 rides which was a good result.

On 31 May 2003 we had the first interclub visit day at our grounds for quite a long time. We put on an excellent display of members work in the clubhouse, and while only about 20 locos ran, there was a lot of talk and everyone had a good time.

The Society also had its own special events for members and friends including our Christmas Party, and New Years Eve get together.

2. Financial Results

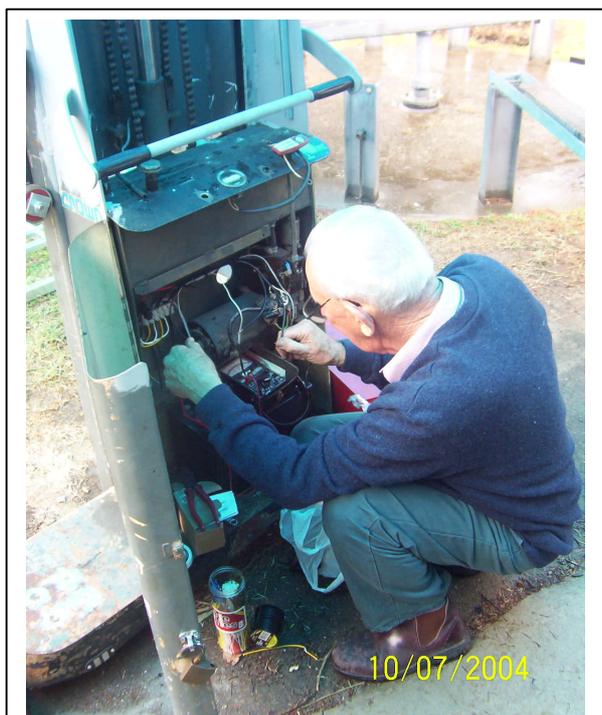
The financial performance of the Society during the year has again been most pleasing, with another small increase of cash in the bank. There has been no need to restrict activities or maintenance due to funding and this provides us a comfortable existence.

boards, ballast weights, and buffers. We have upgraded the bolster bearings, paying special attention to their location, and expanded the installation and given more attention to the brakes, including most recently, a test pump that can prove the brakes functional before each use. We have prevented king pin binding, and provided retaining pins for couplings.

We have provided signalling that accurately detects points position, and interlocks to prevent the accidental clearance of a conflicting signal, or the movement of points beneath a train.

On the elevated we have provided an anti-tip rail that has prevented cars from tipping or colliding with supports and resleeping has improved the ride.

And on the ground, a new standard of track structure of firm foundation, sensible superelevation, resleeping,



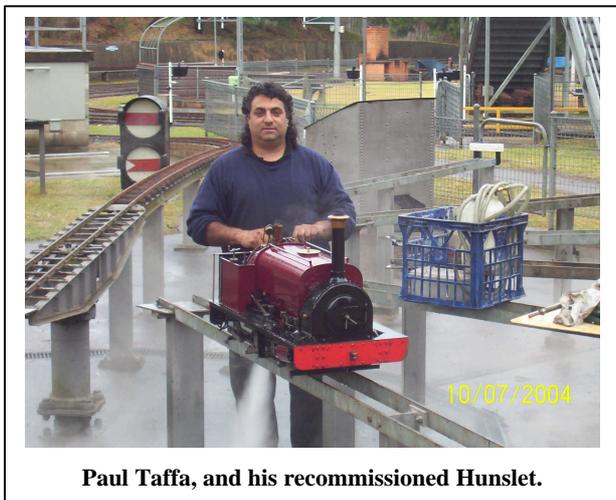
Henry at work on the unloader electrics and hydraulics!

I would ask members to consider our situation, though. In the current environment, costs (particularly insurance costs) could change quickly, by large amounts relative to our income. This could result in the need for a financial correction that could result in a large rise in members, gate or rides charges. This would be a bit of a shock if (or when) it occurred and keeping charges in line with community expectations, and equating our fees value for money is one way to manage this impact.

Our position is still sound and the accounts are handled professionally and without fuss. As it customary in recent times, I would like to acknowledge John's role as Treasurer now 56 years. Thanks John. Thanks to Peter Spencer for auditing the accounts this year.

3. Our Membership

We now have 71 members which is a fall of 4 members on last year. This includes 3 provisional members. We sadly lost Dennis Mulholland and Bob Bowman during the year.



Paul Taffa, and his recommissioned Hunslet.

From the May 2003 newsletter we went all electronic with photos embedded into the text and the whole newsletter delivered to the printer on CD ROM. These are in PDF format, and are actually produced in full colour although the printed versions were still black and white. From the November issue we trialed a full colour cover. This was very well received by members and subsequently made a standard feature. From the February issue it went into 2 columns that makes it a bit easier to read. Many thanks to John Lyons our worthy Editor for enthusiastically taking on these changes and the challenges they present. Hopefully the format is now fairly well established and a period of consolidation will help us fine tune the production.

Each issue is also well equipped with club news items and we were very pleased to be able to publish Graeme Kirkby's A class article.

The Editor is still pleased to receive articles for publication.

I also send out a weekly email to those who are on line as a means of keeping in touch and giving a quick update on what has happened and what is coming up. While it is difficult to judge the overall impact of this, I know a number of members who actively look for it and let me know if they miss out! 32 members are on

the email list. Many thanks to Mark Gibbons who took on the role of sending out the email while I was on holidays.

Our Inspecting Engineer Mick Murray, has a more difficult job to do as we continue to reduce items of potential hazard. Risk Assessment is required by law and this is being progressively developed and fine tuned with experience. I am sure that the more difficult to achieve safety goals will slowly be implemented over time, with our new unloader one of those improvements.

I also want to thank our boiler inspectors Brian, Ken and Bernie. This is a task at the heart of our existence, and they do a sterling job. Please be nice to them!

I would also like to mention Henry who continues to handle our correspondence and be our public contact with great professionalism and ultimate patience! I also wish to thank our other Directors, Bernie, Jim, Ken and Mark. All of them take on the tasks of directing various projects and this ensures that members can see the outworking of grounds improvements and other decisions made by the members.

We meet each Saturday and on Wednesday mornings. Our members are very active in the Society, long may this continue.

4. Projects

A special mention is made of those members who come to the grounds on Wednesday mornings. They quietly pursue a number of important jobs, mainly of the type that keep the grounds looking great! We have done up some signal arms and these are now on display in the clubhouse. The major project is the new unloader. This is making considerable progress and will be in service soon. In order to make the best use of it we will need to rearrange our parking arrangements on running days. This will permit more cars to line up for the unloader and reduce loading time for everyone.



Bernie working the eggs with the left overs of the President's breakfast.

Editorial

Team work. This Editorial is penned as the concrete sets following the big pour on Saturday 14th August. There was a big roll up of members to assist with this project. Ably directed by Lionel Pascoe the extended footings for the unloader, the retaining wall at the Anthony Road end and the path way on which the head shunt siding will rest were completed by the time of a late morning tea. The academics refer to “Social Capital” (the value of volunteer services) – the SLSLS has loads of it.

Running days have been busy of late despite threatening weather; we need as many members as possible to ease the work load and make the afternoon as easy as possible.

John Lyons.

Your consideration in parking outside the grounds to make life easier for those unloading will be appreciated by all (especially those with trailers). On non running days, there should be more parking in the grounds! The team work involved in progressing these projects is one of our most enjoyable activities. Don't be afraid to be involved, there is always somewhere a hand can be lent!

5. Model Engineering Activities

Members are actively involved in construction work and this is the heart of our society. We have seen a number of new boilers constructed and components for new locomotives, and restoration of older ones are seen or heard about! I always leave out some one's efforts when I list those that I am aware of, so this time I won't. But I do encourage members to bring along there various bits and pieces. The last year did not see any new locomotives, but they are being worked on!

6. Interclub Activities

During the year the Society attended a number of other clubs, including visits to Newcastle for their 50th birthday celebrations, Wollongong for the Hot Pot, Hornsby for their birthday run, Orange for their interclub and we hosted our own interclub visit. The convention in Perth was attended by four members.



Greg Croudace with the trial steaming of his 4-8-2T restoration.

7. AALS & AMBSC

AALS and AMBSC activity during the year was fairly low key. We obtained a domain name for AALS (our ourselves as well!) and these are now in use. This will make the AALS web pages easier to find and portable in the future. Both these organisations are only as good as our input. If we see something we think could be improved we need to pursue it. AALS is moving toward incorporation, and although there will not be any major shift in operations, it is a sign of maturity. There is no doubt that it is seen as the national body representing the movement.

8. Our Future

I cannot predict any significant difficulties ahead. I hope this is not a lack of foresight! We will continue to improve the grounds, and be vigilant in our operations. Providing a quality operation on running days secures our success. The contribution of members is critical to our success and progress and I encourage everyone to come down to the grounds. You will find the time infectious, and I am sure you will find a task suited to your skills! That members keep on coming is proof that they enjoy themselves, and this obviously rubs off on all we do!

Thank you all for your contributions.

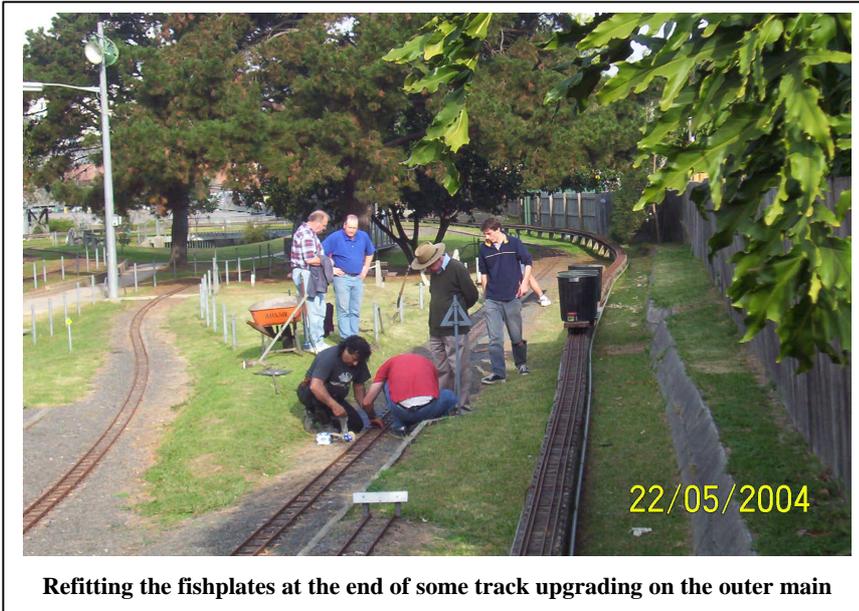
MISCELLANEOUS NOTES ON COPPER BOILER CONSTRUCTION

by David Thomas - based on notes taken of an impromptu talk given by Bob Brown (NDMES, Perth) at the Penfield (Adelaide) AALS Convention in 2003.

Safety Requirements

Boilers that are to be installed on locomotives that are to be used for public running must be designed and constructed in accordance to the current AMBSC code. Plans for proposed boilers must be checked and approved by the club boiler inspector prior to construction commencing. Boilers must be inspected and approved during the stages of construction and at completion of construction, prior to being placed in service. A boiler number will be issued by the relevant club, and is to be marked on the boiler at completion of construction and testing of the boiler.

Tubeplate and backhead (etc) formers can be made from MDF or suitable timber. These can be metal-lined or made from steel if multiple numbers of boilers are to be made from the one set of formers.



Refitting the fishplates at the end of some track upgrading on the outer main

Orientation of the front tubeplate flange towards the smokebox will facilitate easier silver soldering.

Regarding silver solders:

- 245 (45%) silver solder has excellent joint penetration and is suitable for smaller boilers (up to approximately 6" (150 mm) diameter
- 235 (35%) silver solder is ideal for structural components of larger boilers. 245 can subsequently be used for sealing gaps and leaks.
- 925 silver solder should be used for caulking only. Soft solder is also suitable for caulking.

➤ **Comments on Construction Methodology**

- When boiler sheets have been cut and shaped ready for assembly – pickle, apply flux and assemble ready for soldering (ie. flux before assembly!)
- The use of oxy-lpg was recommended because it was unlikely to burn the copper if left in one position for a prolonged time, especially compared to oxy-acetylene.
- Always heat the job, not the solder rod, and allow the job material to melt the solder
- In order to determine when the melting point of the solder is reached, melt a dab of the solder on the job, near the joint. When this melts, the correct temperature has been reached
- Especially for beginners, solder joints downwards so that gravity can assist to achieve good joint penetration
- A sequence should be used when soldering a series of joints, especially for the firebox. It was recommended to solder the firebox stays in the following sequence:
 - crown stays - from inside the firebox, with the boiler on its "back"
 - firebox tubeplate stays – from inside the firebox, with the boiler standing vertically, on the front tubeplate

- crown stays – from outside the boiler, with the boiler standing horizontally
- firebox tubeplate stays – from outside the boiler, with the boiler held vertically, on the backplate.
- For plain stays, it is possible to use a woodwork chisel to make a small jag in the end of each stay to prevent it falling through the stay hole.
- The stay should extend beyond the sheet to enable a fillet to establish and prevent loss of solder material
- Apply the solder to the stay, not the sheet. Heat joint from the underside of the sheet.
- Solder one stay at a time, then wait about five seconds before starting the next stay. This is intended to control the heat input into the job and

allow partial set of the first stay joint

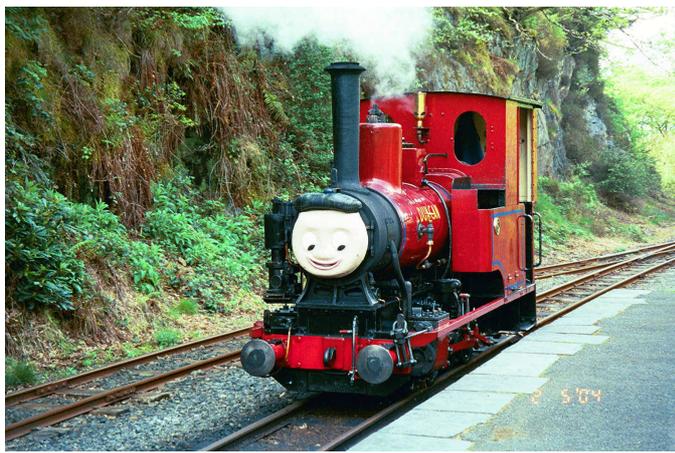
- Tubes can be soldered downwards by placing the firebox tubeplate on two firebricks that enable the tubes to be vertical and supported at their front ends at the correct position in the firebox tubeplate.
- For sheet joints, preheat the joint using a circular action, and travel about 25 mm per five seconds in the chosen direction
- Reverse the direction of travel to reach melt temperature, and follow with the solder rod
- Rivets should be used to hold long joints for soldering, and be spaced at approximately 25 mm centres
- Soldering should be limited to about three rivets' length at each stage. At this stage the joint penetration should be checked. A fillet should have formed along the bottom of the joint.
- Two or more burners can be used during soldering – one or two Sievert burners for general heating and a smaller burner to raise the solder location to melting point. If required, drill out the tip of a lpg burner to obtain a wider flame.
- Keep the sheet horizontal to enable the best joint penetration around the stay, with a fillet around its circumference.

Happy building!

**A Busman's Holiday
By Mick Murray**

Now and again one has to make sacrifices for the Company, and my turn came recently when I journeyed to Britain for a two week stint at Head Office. As luck would have it I managed to include two full weekends in the itinerary, one of which just happened to be the May Day Bank Holiday weekend!

Arriving in London on Friday 30 April, a quick trip into town by Heathrow Express then across town by Tube brought me to the hotel for a quick shower



“Douglas” alias “Duncan” on the Tallyllyn Railway

followed by an afternoon in the London Office. The Poms like a beer, so it was off to the pub (waterside in the Docklands) after work for a few quiet pints.

On Saturday morning I picked up my VW “Beatle” and managed to find my way across London - only got lost once resulting in the experience of driving across Tower Bridge - to the M4 and then headed toward Wales and the GREAT LITTLE TRAINS.

First stop was the 2’ 00” gauge Brecon Mountain Railway at Merthyr Tydfil and a 7 mile return trip to Dol-y-Gaer along the route of the former Brecon and Merthyr Railway railway. The train consisted of an ex South African Baldwin restored in the American style, four US style carriages and a caboose. Despite the misty rain, the scenery along the banks of the Taf Fechan reservoir was typically Welsh – hills and water. The workshop at Pant housed a small selection of locos, both steam and diesel and a collection of machine tools that would make many mouths water. Also noted were two wooden carriage underframes under construction.

After a relaxing night in the pub at Ponterwyd (love these Welsh names) Sunday started with a visit to Devil’s Bridge – the inland terminus of the Vale of Rheidol Railway – then on to Aberystwyth to witness the first departure of the day. The Swindon built locos certainly live up to the Great Western family image, being meticulously presented in green and polished brass. The local scenery is magnificent and the VoR is definitely on the list for a return visit.

Next stop was Tywyn and the Tallyllyn Railway, saved from closure in 1950 by the Tallyllyn Railway Preservation Society, the first such organisation in the world. Redevelopment works at Tywyn Wharf station resulted in some interesting train working, then it was off to Nant Gwernol behind “Douglas”, alias “Duncan”, complete with Thomas face – there seems to be an epidemic of these on Bank Holiday weekends. I rode in an ex Corris Railway coach that proudly carried a plaque identifying it as having performed Royal

Train duty for Diana, Princess of Wales – my second Royal train connection, having been involved in the operation of the 1988 Royal Train in New South Wales. Once again, the magnificent scenery and the experience of multiple train working on the single line resulted in an enjoyable few hour’s visit.

To end this busy day, the next stop was the Fairbourne and Barmouth Steam Railway, 12” gauge, single line and again multiple train operation in full swing (and more faces on the locomotives). Unfortunately time was not available for a ride, but an interesting hour or so was spent watching and photographing the trains despite the cold and wind.

On to Bala and a not so pleasant night in the White Lion Royal hotel.

I have had an interest in the Quarry Hunslet locomotives for some years and early Monday found me at the Llanuwchllyn locomotive sheds of the Bala Lake Railway where many frames of film and some metres of video tape will provide valuable information as my own 5” Hunslet starts to emerge from the workshop. The staff at Llanuwchllyn could not have been more helpful in providing information on their



Brecon Mountain Railway

railway and demonstrating everything in the fully working signal box. Another lakeside journey over fairly easy grades to Bala and return provided the opportunity to hear and see a Hunslet at work and further increase the inspiration to get on with my project. “Maid Marian” did the honours on the day whilst “Holy War” was in the shed, along with “Triassic” which was undergoing overhaul. Shortly after my visit, “Alice”, the inspiration for Don Young’s design, arrived on the railway – though by all reports, part of her was already there. “Maid Marian’s” frames are apparently the original frames of “Alice”. Confused?

Next stop Derby, but how could one resist stopping at the Llanfair station of the Welshpool and Llanfair Light Railway to watch the early afternoon train



Fairbourn and Barmouth Light Railway

preparing for departure to Welshpool. The railway has an interesting collection of 2' 6" gauge locomotives and carriages from around the world, with the train on the day being made up of Austrian carriages. As with all the railways visited so far, the presentation of the trains and stations was very professional.

With the best part of two weeks to spend in Derby, and the twice a day walk through the Midland Railway station, one could not help but notice the passing parade of HST's, Sprinters and, of course, Richard Branson's new toys, the Super Voyagers.

The mecca for all live steamers is Reeves, and the second Saturday of my visit saw me ensconced in a Saab – are you sure you are OK with an auto, sir? – to search out the narrow lanes leading to the establishment of Reeves 2000. Having come so far, it was hard not to do some serious damage to the plastic, and the kit of parts for "Hunslet" grew somewhat in value, if not in great volume. I must say the folks at Reeves

were most friendly and helpful, even talking me into bringing my purchase of steel angle section back in my luggage, rather than shipping it home at twice what it cost to buy.

Loughborough and the Great Central Railway was the next call, with time for a return journey on their preserved double track railway. The locomotives were again excellently presented, though the carriages, in the main, were not quite so well looked after. Loughborough station was certainly in need of some work, but nevertheless, yet another enjoyable visit.

Sunday was spent in north Derbyshire, and my intended visit of an hour or so at the National Tramway Museum turned into the best part of the morning. Sited on the formation of a former Stephenson quarry railway, the museum at Crich has a remarkable, and remarkably restored, collection of trams from all around the UK as well as some from overseas. Included is a former Kitson steam motor that spent part of its life in Sydney. The museum includes a re-created street scene, complete with pub, that really sets off the trams. Other items of interest included an overhead wiring triangle that



"Maid Marian" on the Bala Lake Railway



Welshpool and Llanfair Light Railway

automatically turned the trolley poles at the end of the run and a re-creation of an early 1900's trade exhibition. The British motormen must have been hardy souls, standing on the exposed platforms of the trams in the depths of winter.

Back to Derby via the village of Tissington, the home of "Well Dressing" in England and my second week in the Midland Hotel, previously owned and operated by the Midland Railway Company.

Wednesday saw a side trip, work of course, to Belfast and an opportunity to see the new Northern Ireland Railway DMU.s



National Tramway Museum



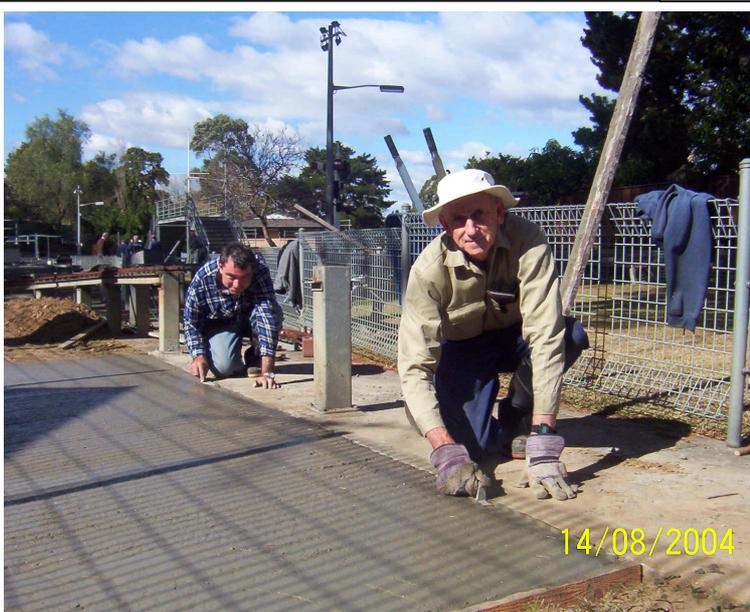
Barry Millner takes a good look at Bernie's 2½ inch gauge Princess which was built by Jack Esdaile.

freshly delivered from CAF in Spain. These units are a real contrast to the older DEMU's they are replacing. Any visit to Ireland would not be complete without a couple of pints of Guinness, and the tradition was upheld in the confines of the world famous Crown Liquor Saloon. Thursday afternoon, and the 1515 HST sped me toward London St Pancras. There is no doubt that the HST's have paid their way and they still ride and look the part after nearly 30 years service. A slightly late arrival then across to Paddington for the Heathrow Express and so to Heathrow and the body and mind numbing experience of 22 hours aboard QF2.

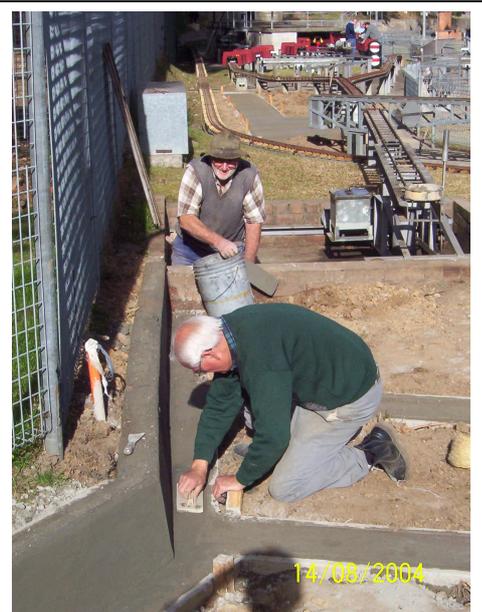
A tough life - but somebody has to do it!



Robert Smithers with 5903 leads JohnTulloch and the J out of the bottom curve and up the rising grade.



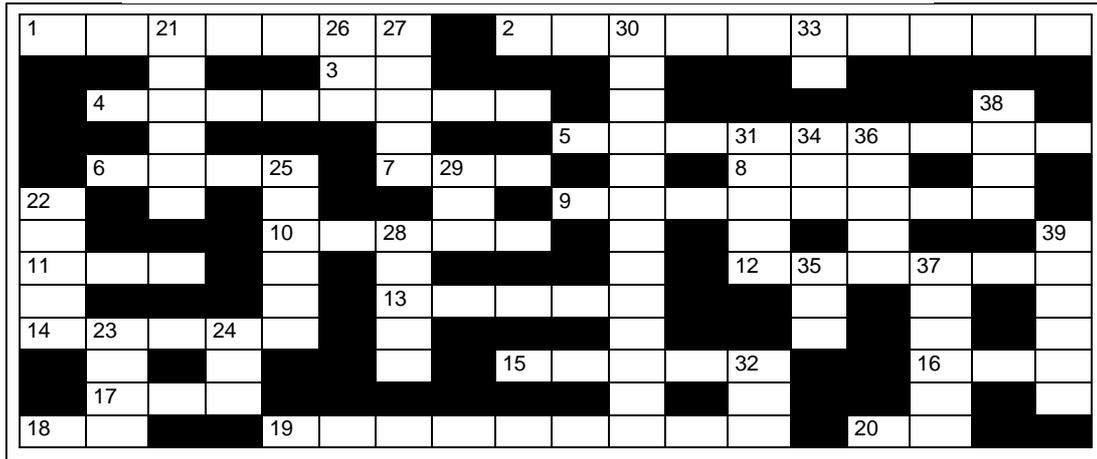
Double headed concrete edging with John Lyons and Mark Gibbons



Jim Leishman and Lionel Pascoe finishing the wall after removal of formwork

The SLSLS Crossword!

This months crossword was produced by Graeme Kirkby.



Across

1	To alert a train driver of some danger ahead, It's given to make it safer instead. (7)
2	Used in the cab to slow down our train, and under the cab there's a small drain. (5,5)
3	On a curve, elevation is built, But which rail gets the tilt? (Initials,2)
4	At the end of the day pressure is released, Now our loco becomes "deceased". (4,4)
5	Given at the railway station, Drivers receive it and go without hesitation. (5,4)
6	In darkness it magnifies lamps on the front buffer bar, So the Signal-man can see where we are. (4)
7	When a union steam blow gives us the pip, We grab a spanner and give it a - - -. (3)
8	What's the condition when our loco steams ill, And we think she could do with a pill? (3)
9	The wheels of our trains go round and round, And over the crossovers make this sound. (8)
10	Most drivers prefer this particular track, After shunting you only go back. (5)
11	A term which means the signals "go". When the Signaller pulled the lever so. (3)
12	You could get one of these on an engine bearing, So oil around and there'll be no swearing. (3,3)
13	After examining your train before entering Traffic, It's condition is said to be terrific. (3,2)
14	How do you know there's coal smoke in the air? A sensory perception tells you it's there. (5)
15	Pounds on the gauge can be like money you know, It's slang for the pressure that makes engines go. (5)
16	The critical part of a point blade, That is susceptible to fade. (3)
17	The rim or overlapping edge in this case, Has the same name as a part of our face. (3)
18	If our Club was a business and we ran trains 'till late, Our time-sheet would show something extra, mate! (initials, 2)
19	A cranky noggin is what you'll get if you guzzle, But it's the answer to this line in the crossword puzzle. (9)
20	"Iron-fi-fo-fum" were the words said, By the Giant chum. (2)

Down

21	A type of axle bearing most, Have this type to help them coast. (6)
22	Equipment kept in our box kit, Is used to fix up defects quick. (5)
23	What may happen to the grate, If ashpan reaches a full state. (4)
24	What position is the steam valve gear near, When the port is covered in centre gear? (3)
25	We use it a lot when firing uphill, With seven cars loaded to the gills. (6)
26	The Track Superintendent gives this OK, To SLSLS Drivers, they're right for "away". (3)
27	What the SLSLS has done - - and how! From 1948 to now. (5)
28	Rails and sleepers, high iron and ties, they're just a name, And they certainly mean the same. (5)
29	Sometimes goes in our water tank, On a very hot day to make the injectors "crank". (3)
30	When running on the inner line, its like running backwards all the time. (4,9)
31	The Baldwin "J" has one neat, on the cab roof to ease the heat. (5)
32	In '48 at Darvall Park, Some soil was heaped to make a mark. (3)
33	At the end of a running day that's hot, this cold drink just hits the spot. (initials,2)
34	Men and women have but two, and air braked car has one, too! (3)
35	To keep bearings cool and running smooth, You need this liquid in the groove. (3)
36	What state our drivers should always be, Danger ahead to always see. (5)
37	What war we have with engines poor, Coal is bad and we're "on the floor!" (6)
38	We tow the 'round on any track, To give our passengers a ride there and back. (4)
39	Three things required for combustion in the box, Leave this out and you're "on the rocks!" (6)

Last Months SLSLS Crossword.

Last months Answers! Last months crossword was a bit more cryptic than was intended! It appears some clues were missing, plus some of the squares were rearranged. Out of interest, last months was put together by Wendy and Andrew Allison. Warwick added the mistakes. Here are the corrections courtesy of John Tulloch, who not only worked out the answers, but also what was wrong as well. A 110% result!!

I am sorry, but I haven't managed the skill of getting both the square number and the answer in the box at the same time!

- 4 Across: Should have seven letters. (Garratt)
- 16 Across: Seems to be in wrong position on page. Should be the next line up.
- 17 Down: That square should be beside 13 across. Four letters only.
- 19 Down; No number and no clue. (Dad put MALLARD, top answer too)
- 36 Across: Too many spaces, six letters only. (Shovel)



A busy scene at the elevated station on the May Running day.



Members relax with a DVD and morning tea after hard work concreting!



Bernie Courtenay gives a friendly wave as he rounds the bottom curve on the May running day. Neville Amy is guard.



Nigel Gresley returns to the tracks with Brian Kilgour running into the sun on its trial trip.

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Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shopping centre.

Telephone (02) 9874 8696. Postal Address: The Secretary, PO Box 124, West Ryde, NSW, 2114

Web Page Address: <http://www.slsls.asn.au>

Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each.

To ride on the trains, enclosed footwear must be worn.