

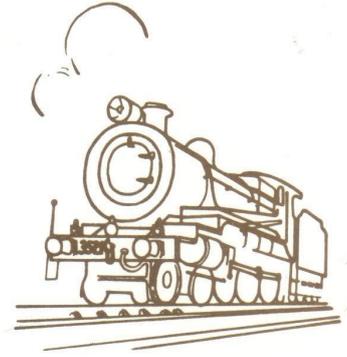
*Sydney Live Steam Locomotive Society*

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

# 'Newsletter'

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# Our 60th Anniversary!

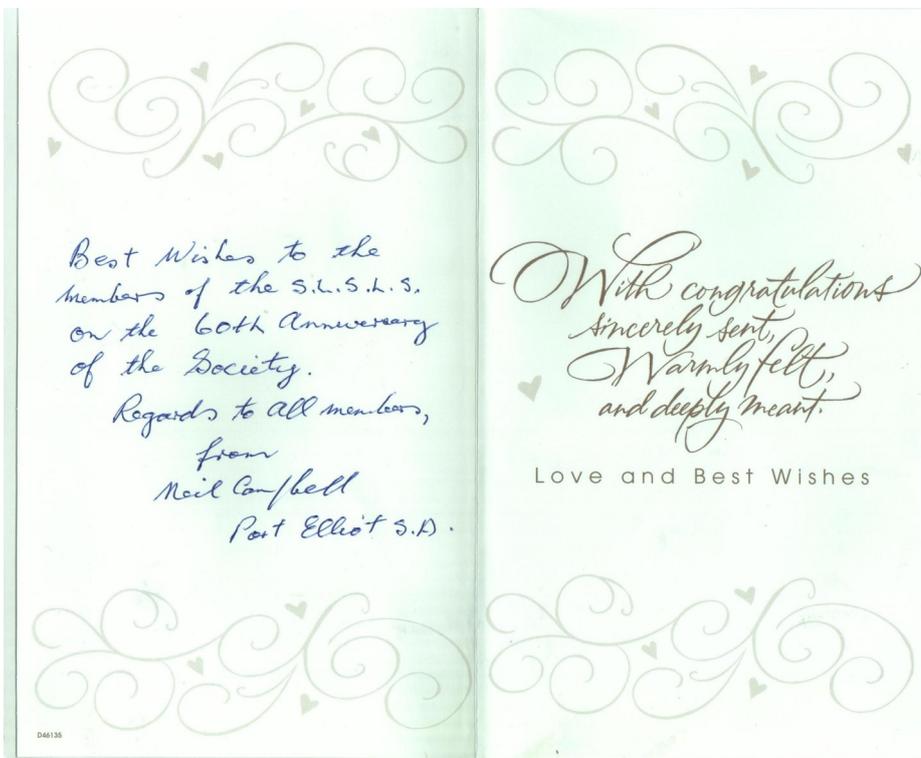


**Presentations at our 60th Anniversary Dinner held at the Ryde - Eastwood Leagues Club on Saturday 12 July 2008.  
From left Henry Spencer , Warwick Allison, Bernie Courtenay and John Lyons.**

## **60<sup>th</sup> Anniversary Dinner**

We assembled 6.30 for 7pm at Ryde-Eastwood Leagues Club where we had the run of the Ryedale room for our 60<sup>th</sup> Birthday celebrations. We had received a birthday card from Neil Campbell in Port Elliot, South Australia which was much appreciated! Plenty of choice for dinner meant we had more than enough to consume! John Noller provided an excellent video presentation of the Societies activities and following that presentations were

made to John Lyons, to recognise 31 years as Newsletter editor. In this time the Newsletter has moved with the changes in technology from gestetner duplicating, to off-set printing, improved photocopying and now a digital part colour production. Bernie Courtenay was recognised for his service of 25 years on the Board, including 3 as President and 13 years as Vice President. During this time he helped normalise our relationship with the AALS and our return to that organization prompted constitu-



ing experience. John & Bernie received some books as an appreciation from the Society and Henry received a lovely model Shay mounted on a suitable plinth and with a Perspex cover.

This was followed by desert and coffee while we socialised and watch some erratic scenes of happenings at the grounds (the technology wasn't too effective!)

Thank you to Bernie for taking on the job of putting together Henry's presentation, and to John Hurst who did all the organising for the night and liaison with the Club. The 51 people who came had a great night, in a lovely venue with great company & good food. What else could one ask for!

tional changes that fundamentally changed the way in which the AALS related to its member club. Bernie has been involved in many projects and is a popular boiler inspector. Henry Spencer, our most recent Life Member, was recognised for his 22 years on the Board, 18+ of them as Secretary. Henry is now the Society's longest serving Secretary and the society has gained from his extensive and exceptional practical, industrial and contract-

### May 2008 Running Day Report.

This was our last autumn running day. We had a sunny morning and then rain in the afternoon just as was forecast. As the afternoon went on the cloud thickened and it became very dark, the first few drops of rain fell at about 5.00pm as we were packing up. We had a good lot of visitors, they were still coming in at 3.00pm. As usual

### Vale Neil Campbell

A long standing and respected member of the Model Engineering fraternity has passed on to a celestial association where clinkerless coal abounds and derailments are unknown.

Neil passed away in hospital after a heart attack on the 22<sup>nd</sup> July 2008 at the age of 76 years. He was born in October 1931, and attended Epping Primary and Hornsby High School. He entered the family firm and learnt the printing trade. No computers then, just hot metal and linotype machines. Eventually the business closed and Neil worked for other companies, while still operating a down sized Pearl Press in the basement of his home.

Neil married Trish in 1977, and about 1986 moved to Port Elliot where he purchased a 7¼" gauge commercial railway site at Middleton near Goolwa in S.A. and built a new home 6 km from the miniature railway.

A pastime of Neil's during his twenties was acting and singing with an amateur North Shore Theatre group playing Gilbert and Sullivan comic operas. Neil was one of the early members of the SLSLS and was a member of Ted Herbert's operating group at Luddenham in the late 1950's. An original syndicate member in the rebuild and operation of the S.L. Rython (a Greek word for an ancient drinking vessel). This was a 1911 30 foot motor launch, converted to steam using a 1883 vintage Plenty and Son compound engine No. 1386, and many fun filled hours (also some dramas) were spent plying the far reaches of Sydney Harbour and its numerous inlets and bays under the command of Neil as Captain.

Neil's greatest passion was a 5" gauge freelance pacific he named "Old Girl". This engine was built around 1937 by Mr. S. Rutherford of Castle Hill and had a steel riveted boiler on which Neil lavished much loving care, to the extent that the steel boiler lasted around 40 years. The copper replacement boiler has allowed the engine to be still steaming after 71 years.

A naturally quiet and unassuming person, he was known for his dry humour, which blossomed during social gatherings with his friends, much to the enjoyment of those present. When driving his engine he always dressed and acted in a professional manner. Driving the "Old Girl" around the original ground level circle at West Ryde many people thought he was a NSWGR driver having a change of pace. His memberships included the Adelaide Miniature Steam Railway, Railway Park, Prospect, and the Port Augusta Model Engineers Incorp., as well as remaining with the Sydney Live Steam Locomotive Society.

A generous, warm hearted person who will be missed by all his friends. Farewell Yogi. RIP.

These notes were provided by John Mann, per Barry Tulloch. It was Neil's wish that his locomotive, rolling stock and collection of books come to the Society. This process is in hand.

there were a number of party groups, some of which were well set up.

Bernie looked after the gate allowing Andrew to drive V1224.

On the elevated track Jim Leishman ran the ten wheeler with three cars and guards van. We had a second train, Brian Carter, 0-4-0 "Perseverance" was train engine and 2-6-0 B10, David Thomas was coupled on in front running the blue car set. John Hurst had 2-8-0 "Nigel Gresley" in the elevated loco. for the afternoon. I shared some of the driving of the ten wheeler with Jim. Some very observant young fellow wanted to know where the little bear, that usually occupies the left hand side of the cab, was. We explained that the bear was having a holiday break. Some kids don't miss much.

On the outer ground level Ray Lee C3801, hauled one train. Max Gay had a lengthy spell at the regulator of the 38. The second train on the outer was doubled headed with Graeme Kirkby 4-6-2 2401 and John Tulloch with 2-8-0 "J" class. These locomotives took over the running when Jim Mulholland was forced to relegate C3901 to some running in the sidings as some new spring spindles were fouling on the points. On the inner track Warwick Allison's WAGR V1224 was on one train. Andrew had a long spell on the footplate handing over to Warwick to complete the afternoon. The second inner train was hauled by 2-6-2 "Mountaineer" with Barry Tulloch and Martin Yule sharing the driving. The Hurst 4-8-2 "Mountain" remained in loco for the day.

Jim Leishman showed off his "Sandfly" an 0-4-0 display model of a small shunting locomotive restored and on show on the Stokes Hill wharf in Darwin.

We gave a total of 2569 rides for the day which was not a bad result, only a few hundred short of our best ever May running day.

During the week Mark Gibbons had attended to some defective point motors and these ran very well.

This was the first running day we had the new carriage shed in operation. V1224 ran a few test trains over the track and we decided to relocate the Central West set to the outer main, where with a full load they scraped the level crossing somewhat, but overall a better result than on the inner.

Thanks to Christine Hurst who assisted Dianne and Liz in the kiosk today, it was very much appreciated! They were busy all afternoon! Overall things ran reasonably smoothly. If anyone sees Andrew, you might ask him how easy is it to fill a tender with water!

**David Thomas and the B10 leads Brian Carter and Perseverance on a 4 car elevated train on the May running day.**



**3803 & Ray Lee on the outer with Barry Tulloch and Mountaineer on the inner.**

### June 2008 Running Day Report.

Our first winter running day for the year and the shortest day of the year. The weather was true to forecast, a good sunny day, but it did get cold as the afternoon wore on. It was a day well patronized with visitors lined up at the gate well before opening time. Simon Collier was kept very busy on the gate and was assisted by Alan Mackellar for some time. I counted fifteen distinct party groups





**John Lyons and 1915 leads John Hurst and Nigel Gresley into the falling light of evening on almost the shortest day of the year.**

and visitors were still arriving well after 3.00pm. All the sunny spots were very popular and it looked like standing room only between the clubhouse and the inner station. We were down on motive power but our visitors waited patiently in the queues for their rides. It was not till after 4.30pm. that you could determine the difference between the queues for the elevated and the outer main.

We ran a six car train on the elevated with Z1915 up the front and John Hurst 2-8-0 "Nigel Gresley" as train engine. David Thomas was attached banker with the B10, 2-6-0. We had a very long afternoon with the last trip at about 5.00pm. I was a bit worried as it was getting dark and difficult to see the water level in the gauge. Jim Leishman started with a three car train hauled by the Ps4 but was forced to retire with a faulty snifting valve. Jim took the train off into the siding but was unable to remedy the problem, the locomotive returned to loco.

On the outer main we only ran one train. This was a seven car train and was hauled by 2-6-2 "Mountaineer" with Martin Yule and Barry Tulloch sharing the driving. One of the trains on the inner was the V1224 with Warwick driving. The second train was hauled by Ray Lee with C3112, 4-6-4 tank engine. The load was reduced to something suitable for the small loco till Ray was joined by John Tulloch with the 2-8-0 J class. Lionel Pascoe

**Lionel Pascoe's new Potter built 5920 was on display at the June running day.**



had his new D5920 in the ground level locomotive depot.

For the first time the new scale water columns were installed on their click in fittings for the outer ground level station. They do look good, Barry and John Tulloch should be complimented on the work they have put in to construct them. At the end of the day Martin learned that the isolating valve should be turned off before removing the fittings.

Mark Gibbons spent some of his time working on point motor problems. Christine Hurst came down late to assist in the canteen as Dianne Lee needed to leave early. On days like this the crowd once upon a time would move off as the cold set in, not any more, they seem to want to really get their moneys worth.

We packed up in the dark, it had been a very busy day. Unfortunately being short of motive power and members as well meant that of our 36 carriages available for passenger hauling, we only used 26 meaning that we had nearly 30% of the fleet back in the sheds! As a result we hauled 2699 passengers. With a full roster it would have been around 3500!

Thanks to all who came along – it was still a great day!

### **July 2008 Running Day Report.**

What more could you want for a mid winter running day, cold and clear. The crowd did not seem as large as that in June but with a better line up of motive power we were able to provide 3111 rides making it the second best July run in the last fourteen years. Gary Buttell was on the gate and was kept very busy for some time even after the initial rush. We were ready for the crowd with four trains ready to go on the ground level. Our visitors set

**Tony Eyre relieves Ray on 3803 seen here travelling over our latest junction for the new carriage shed.**

themselves up very well with furniture and party fare. One group had their gazebo set up beside the clubhouse and the inner ground level fence, direct sunlight all afternoon, probably the warmest part of the grounds all afternoon.

On the outer ground level Jim Mulholland was in charge of one train. C3901 was back in fine form after its suspension readjustment and sounded great as it stormed the grade each time around. When Jim retired to loco the C39 was replaced by "Mountaineer" with Barry Tulloch and Martin Yule sharing the driving. The second train on the outer saw a very happy Henry Spencer back at the regulator of his TGR R class after a tone up and repaint. The R class was double headed with Graeme Kirkby, 4-6-2, 2401. Max Gay shared the driving with Henry. When Henry returned to loco the R class was replaced by the J class 2-8-0 driven by John Tulloch. This combination continued till the end of the day. Henry's loco ran well but a squeak developed and Henry is still trying to locate the cause.

Warwick's WAGR V1224 was in charge of one of the inner trains. Andrew Allison drove for the first part of the afternoon with Warwick taking over and running till dark. Ray Lee ran C3803 on the second train. Tony Eyre had a good spell at the regulator of the 38. Ray had to stable the train in the head shunt for a short time to attend to a safety valve problem but was soon back on the main line running till the end of the day. As the shadows lengthened the 38 looked very fine with the marker lights on and the wisp of steam from the generator.

After only one train on the elevated last month we some what made up this month. Ken Baker was still in Sydney after the Anniversary Dinner and so we had his "Simplex" on hand. We coupled up eight cars and a van behind my Z1915, Ken's "Simplex" and John Hurst's 2-8



-0 "Nigel Gresley". David Thomas and the B10 was attached banker. It must have looked impressive. We had some very good loads, almost all adult passengers on occasions. When Ken cut off about 3.30pm. the rest of us continued but restricted the loading to suit. While attending to the locomotive after one run I heard someone waiting in the line mention

"Betty", the Z19 class operating on the north coast. At the end of my next run the fellow and his son told me they were from Glenreagh and had now travelled behind two 19 class locomotives, one full size and one 5" gauge. The second train of three cars was under the control of Jim Leishman with the ten wheeler. Jim enjoyed a good run all afternoon. Just to add variety to the afternoon we had two fires to attend to on the elevated. One was at the station where the locomotives were serviced when the



**More July action with Ray and 3803, Andrew and V1224 while Henry and Graeme Kirkby pass on the outer main.**



The long 8 car train led by 1915 and John Lyons, Ken Baker and Simplex, and John Hurst and Nigel Gresley. At the rear is Simon as guard and just out of the picture David Thomas banking with the B10.

dry pine needles between the sleepers ignited, this was quickly extinguished with the loco watering hose. The second was a bit more interesting. At the end of the down hill run some leaf litter had started to burn and this in turn actually ignited one of the plastic sleepers. On the run after noticing this I found a suitable container, filled it with water and put the fire out on our next lap. We started the day by moving the stump we dug out the

previous Saturday to the top of the grounds. We used the shear legs and the trolley for this. It was quite an effort and the trolley needed some mending! One thing about Chinese trolleys, they are easy to bend back!

Barry Millner, Mark Gibbons assisted by Vic, did some points maintenance. Barry finished off with some weed-ing!

It was good to see Peter Shiels, who true to form came along with a fabulous Shiels' fruit cake!

John Hurst brought along a track cleaning car (after the slippery conditions of last running day). This was tried on the elevated and seemed effective. Perhaps a patent, John?

It was good to see Steve Border who became signalman for the day and Greg Croudace who did some guards work. It was like a tropical holiday for Steven, Canberra can be very cold at this time of the year.

The girls had a very busy time in the canteen, Di, Joy and Liz did a great job, thank you for your effort.

We were able to finish running a bit earlier this time but it was still a pack up in the dark and cold.

John & Barry in discussion over the levers.



## What's Doing!

### President's Report-2007/2008

#### 1. Running Days & Events

The 12 months passenger figures were significantly down to 19,500 in the period in review from 21,000 last year and from the 27,000 the previous year. There was one day lost due to rain but similar to last years report there was a general reduction to about 17000-18000 rides average per month. We have failed to get near and past the 3,000 ride figures we have achieved in earlier years which had pushed our figures up. This is not necessarily a bad thing, as the intense pace of a 3,000+ day is something we would only want occasionally, but I suspect one

## Garden Roster

September H.Spencer, A.Allison, M.Gibbons, W.Fletcher, M.Gay, G.Kirkby, B.Muston, J.Noller.  
October W.Allison, N.Amy, S.Collier, G.Buttel, B.Millner, M.Murray, S.Murray.  
November B.Courtenay, G.Croudace, S.Larkin, N.Lyons, L.Pascoe, S.Sorensen, D.Thomas, D.Lee.  
December J.Hurst, J.Leishman, J.Lyons, B.Rawlinson, M.Tyson, M.Yule, D.Mulholland, J.Mulholland.

## Gate Roster

September. G.Croudace      October. T.Eyre.      November. W.Fletcher.      December. M.Gay.

of the reasons is a reduction in motive power and hence there is less trains available for the public to ride on.

The 24 month injury rate is .016% which is .001% down on the previous year, however the 12 month rate hit 0% which is very pleasing and an indicator that the 24 month rate will also fall if we continue this good performance. I can recall times when we had many derailments, but the work done on the carriages and the good track structure has paid dividends for us in reduced maintenance and improved safe operation.

I continue to commend members to be ever watchful for ways we can achieve better safety through small but important continuous improvements.

Thanks to Chief Train Controller Barry Millner for handling the train organisation and Signal Box supervision, as always, most reliably. Thanks also to Track Superintendents Mick Murray and Jim Lieshman who keep an eye on our running day safe operations. Mick and Mark Gibbons regularly check the ground level rolling stock making sure it is in running order.

We are very grateful for the assistance of our regulars

Liz, Di, and Joy, in the kiosk.

A special thank you to Vernon who nearly always is our ticket seller. Vernon has contact with just about every person who goes for a ride, and in this respect he is our public face. Thanks Vernon.

The President's breakfast held in early May was attended by about 25 members! The family fun day for Red Kite followed and was well attended. Our charity day for Red-Kite last November had 1868 rides, which was a reasonable result.

The Society also had its own special events for members and friends. At the end of June we had an Interclub run which was very successful being attended by around 120 people and included display in the clubhouse of members work. Last November we had a special day to commemorate the 40<sup>th</sup> anniversary of LBSC's passing with a special display of LBSC designed locomotives. The Christmas Party last year was held on the first Sunday of December and we also had a New Years Eve get together.

### The raising of No.1 signal.



## 2. Financial Results

I would like to than John jr for taking up the Treasurer's role with such vigour and enthusiasm following the passing of John snr. The modernisation of some of our processes has gone smoothly, and I expect this to continue. Thanks also to Peter Spencer for auditing the accounts this year.

## 3. Our Membership

We have 71 members (including country members), a decrease of 2 since last year due to the passing of 3 of our members, one provisional member has become a full member and we have one new provisional member.

The newsletter has continued in the format set in recent years. Our Editor John Lyons has now reached 31 years in the post. The newsletter has featured some excellent feature articles in a wide range of topics, and I know it is well appreciated by members and other clubs. This only

## Editorial.

As we progress into our seventieth decade of operation we may wonder how things will be in 2018. With the many changes in the way we are governed and availability of materials we have to hope that we can continue to make the sort of progress we have seen over our first sixty years. We all approach our interest in model engineering in many different ways, and I believe that the greatest asset the Society has is the combined knowledge and expertise of its members. By regulation we are a Co-operative Society, we just need to put the concept into practise.

John Lyons.



**Simon Collier showing the techniques for getting the bridge decking parallel while drilling the holes in the right place!**

happens through the contribution of members and I am sure the Editor would commend you to continue!

Nearly half our members receive my weekly email. This is a good means of keeping in touch. Our website is now getting on a bit, and maybe a facelift is in order. Never the less it gets significant traffic and we receive several enquiries a month via email.

Our Inspecting Engineer Mick Murray has done his annual grounds inspection as a requirement of the Code of Practice and things are fairly good. Attention is drawn to members of a requirement in our insurance policy that the equipment must be inspected as fit for purpose before use. In practical terms this means we need to sign off the track and trains before use on a running day. Our mainte-

**Brazing up the new water supply for the Outer Main water columns during the level crossing rebuild.**



nance policy and process already provides for this and it is important that it be done. Failure to do so could void the insurance. Please make yourself aware of the paperwork which is kept in the signal box. If you take a train set out of the sheds, make sure you sign it off, or confirm that it has already been signed off. Our next plan is to interlock the signature with the brakes!

In order to assess changes to hazards, which we need to do yearly, an analysis has been conducted of major works done over the past 12 months to see what hazards have been created or reduced. This has shown that many of our projects improves the safety as well as the functionality of our operation.

Our boiler inspectors Brian, Ken and Bernie continued to keep the Society operating with boilers. Many thanks. A special thank you to Ken who has now moved to Victoria for a duration, and to Brian who has other commitments and cannot be at the grounds as often as he would like. Both Brian and Ken are stepping down as Directors and I would like to thank them for their significant contributions. Brian has been a Director for 5 years over two periods, while Ken has been a Director for 11 years. In particular thanks also to Bernie who is stepping aside this year as he can't be at the grounds as often as he would like. Bernie is a past President for 3 years and Vice President for 13 years. Previous to that he had 9 years as a Director, a total of 25 years on the Board.

Thanks also to our other Director Jim, who is always in the thick of any major project in the grounds and I think all will agree a big special thanks to Henry who, apart from the exemplary performance of the secretarial duties, has equalled the previous longest serving secretary Cec MacKellar at 18 years.

#### 4. Projects

Last year I reported on the on the completion of the new shed! This project continued into this year with the completion of installation of the wiring and lighting and various signal supplies plus various arrangements for the safe and convenient storage of tools and equipment.

Only limited track upgrading was done this year while we concentrated on the new inner main carriage shed. This has completely materialised during the year and was a major effort by a large number of members who contributed in varying ways. The structure is solid and functional and while various signalling arrangements remain to be completed, it is a real benefit to the Society. The consequential impact of the shed is that all carriages have now been able to be re-

moved from the club house, there will be less manual handling, and operation will be much more convenient, with stabling activities for both tracks being separated from each other.

The garden has continued to prosper under the guidance of David Thomas. I believe that the keeping of the grounds attractive and pleasing to the community will have more to do with us retaining our site than our model engineering activities!

Other projects completed during the year include the air conditioning of the signal box and clubhouse, and a new level crossing and gates across the ground level tracks.

### 5. Model Engineering Activities

This year we have seen a new 5 inch gauge King acquired by John Hurst and the acquisition by Jim Mulholland of 3901. Its good to see this loco back at the grounds. Nathan has acquired a Silver City Comet Power car. John Lyons has produced a D wagon and Andrew Allison a QR FJ wagon. Brian Muston has produced some wagons as well, some using the cast plastic components. Mick Murray has also produced a 4 wheel tippler wagon. Max Gay has shown some parts for his 3½ inch gauge 38 class and Simon Collier has his Springbok well underway. I know there are other works in progress. It is good to see model engineering still progressing

### 6. Interclub Activities

Some of our members attended the convention at Cobden Victoria. We also attended a number of other clubs, including visits to Newcastle for their birthday celebrations, Orange for their Interclub and Scale NSW day and Wollongong for the Hot Pot.

### 7. AALS & AMBSC

Following the SLSLS newsletter article on wheels, an enlarged article was submitted to AME. The AALS is following a consultative process to attract comment and opinions before proposing any new standards. We have made submissions to this process. As well our motion for minor updates to the 5 inch gauge track standard was adopted at the recent AGM. Hopefully this process will address falling standards in 7¼ inch gauge that were also impacting on the operation of dual gauge tracks.

### 8. Our Future

This year will see us reaping the benefits of our new carriage shed. We will celebrate our 60<sup>th</sup> anniversary on this site, for which a dinner is planned. This is all something we can look forward too. On another tack we will probably see the



**David Thomas applying the Bondcrete watched by Brian Rawlinson during the concrete pour for the last of the level crossing slabs.**

commencement of the further revamp of West Ryde shopping centre. This is likely to have the biggest impact on us for some time in outlook and parking for our patrons. It is also likely to improve some amenities and facilities. There would be very few live steam railways that exist so close to a large commercial centre such as this, and while the change can be threatening to us, I think it will be a starting taste of what life will be like as a densely populated city closes in on us.

I see a year of consolidation ahead, improving the quality of what we have and enjoying the fruits of our labours.

Thank You.

Warwick Allison

**Max & Henry displaying the station sign done up with the assistance of Henry's woodworking mates at Warinna village.**





Ray Lee's Victorian A2 cylinder.

## Annual Inspection of Non-boiler Plant and Equipment - 2008

The annual inspection of the Society's grounds and facilities was conducted on 24 May 2008 pursuant to the requirements of Appendix 8 of the Australian Association of Live Steamers Code of Practice for the Operation of Miniature Railways, Road Vehicles and Plant, Owner/user Inspection of Non-boiler Plant and Equipment. The Society's Policy, General Appendix, Qualifications, Assessment of Competency, Hazards and Controls analysis and Maintenance policy and supporting documents generally comply with the recommendations of the Australian Association of Live Steamers Code of Practice for the Operation of Miniature Railways, Road Vehicles and Plant.

The continuing of the Society in addressing identified safety issues continues to make it harder to find items for attention. The main items noted for attention at this year's inspection were:

- A number of minor fencing issues,
- Warped decking timbers on Hawkesbury bridge, and;
- Some dead branches in the "blue gum" tree on the "island"

Jim Lieshman's new static model of 'Sandfly'.



A copy of this year's checklist will be placed on display on the notice board in the clubhouse.

The Society's Rolling Stock, Track, Infrastructure and Signalling, continues to be maintained in a generally satisfactory manner.

The Society's new Insurance Policy requires that inspections be performed of all equipment prior to its use by members of the public. In response to this requirement, an updated Running Day Inspection procedure and record sheet has been developed and was instituted on the May 2008 Running Day.

The Society's Maintenance Policy needs to be updated to reflect the new Insurance Policy requirements and a proposed revision of the Maintenance Policy has been produced for the Society's consideration.

The Society's Risk Register and Hazard Control Matrix was reviewed by myself and Warwick Allison during May 2008 and the Matrix has been confirmed as appropriate to the Society's current operations.

A copy of the current Hazard Control Matrix is displayed on the notice board in the clubhouse.

In April 2008, a document entitled "Review of Hazard Assessment" was produced by Warwick Allison which specifically addressed the effect on the Society's risk profile of works completed since June 2007.

**Mick Murray**  
Inspecting Engineer

## Annual General Meeting & Administrative Matters

The AGM was well attended. The results of the elections are:

Warwick Allison	President
Mick Murray	Vice President
Henry Spencer	Secretary
John Hurst	Treasurer

Jim Lieshman, David Thomas, Barry Tulloch: Directors.

Henry was unanimously granted life membership of the Society. Bernie proposed the motion and spoke of Henry's contribution to the society, when a seconder for the motion was requested, everyone put their hand up!

David Thomas was endorsed at the meeting to be put forward to AMBSC as a boiler inspector.

Following the meeting, Bernie provided a gourmet supper following the meeting, which was appreciated by all.

At the meeting a proposition was made that perhaps the AGM should be arranged for a Saturday in order to make it more accessible to members. It was also mentioned that the timing of the meeting in relation to the closing of the books and the required notification of the AGM

makes for a very hectic time by the treasurer and secretary. Any thoughts.

**Loco and Rolling Stock News**

Simon brought along his Springbok rolling chassis. This loco is moving along at a good pace. It was rolled on the ground and on the elevated and all seemed well! Max Gay has brought along some components for his 3½ inch gauge 38 class, this time a brake valve, and some boiler plugs.

Ray Lee has started work on a Victorian Railways A2 class, 4-6-0 with inside valve gear. We have seen a few parts, the eccentrics machined in one piece and some of the wheels, & cylinders.

Lionel Pascoe has taken delivery of his Potter built D5920, it was on show for the June run-



Simon Collier and his first roll of his Springbok chassis.

Barry Millner, Henry Spencer and Mick Murray watch Andrew & V1224 perform the first shunt of the new inner main carriage shed.



ning day. It will be nice to see it in steam.

Code of Practice. Members need to be aware of these issues. We also discussed some of the more contentious points of the new Co-op rules we are looking to adopt. Members received a run down on this at the August members meeting.

**Subscriptions.**

A reminder from the treasurer that subscriptions are due city members \$50.00 and country members \$25.00.

**Works Reports**

**Level Crossing & Paths**

The northern side of the level crossing and the next slab required extensive excavation, including breaking of concrete with a jack hammer. The excavation by day's end had traced the plumbing to just outside China. Arrangements were made to provide suitable mountings for the water columns, as well as water piping! There was some

**Forming up nearing completion for the large shapely path which was concreted early July.**

**Members News**

Barry Tulloch showed some videos of a Challenger on a 8,000ft double-stacked container train charging Sherman Hill at 55mph! We also watched "The Elizabethan" – stirring stuff!

At the Director's meeting in July the Board adopted a drug and alcohol policy.

This states:

*All persons involved in the operation of the railway shall be free of the affects of alcohol &/or drugs and shall not smoke while operating the railway on public running days.*

This has been appended to the Policy document that is on the wall in the clubhouse. This brings the Society's documentation into line with current legislative requirements and the AALS





**The concrete has been laid and floating off and edging is in progress.**

started work on the formwork for the next & largest stage of concreting. After John left at morning tea we carried on and with Lionel's help finished up the formwork. Mick and Barry assisted with the reo and Lionel has scrubbed the concrete to assist the bond. It was a substantial pour and we arranged a mini truck for the job. Before this occurred the concrete was cleaned again and coated with bond-concrete before the reo is placed back in the job.

The big job was the following week with a 2.2cu m concrete pour! Lionel and John were there early doing final preparations. Henry had arranged the

concrete chasing by John T of what concrete remained in order to be able to implant the water column water pipe. The plumbing was also successfully accomplished. Barry has made some suitable bases for the columns and these were set into concrete. The week of rain cleared to allow us to concrete the north side of the level crossings slab, which was rather amazing! Jim Leishman and John Lyons finished forming up after Barry Tulloch had finalized the water column bases the previous Wednesday. The concreting took until after lunch to complete and being fairly wet didn't go off as quick as we liked. The final float and broom finish on a still rather wet top was done as night was falling. Thanks to Brian Hurst who did some wheeling of the raw materials and to the others who helped at various times, including Paul, Brian R, Scott Murray, and Garry Buttel.

delivery and it turned up on time at 9.30. It wasn't long before it was all down and we were screeding and floating. Again we found that the weather conditions were not conducive to it going off in any sort of reasonable time. However it did sufficiently for us to finish it off and at the end of the day we covered it with plastic just in case of rain.

There is a proposal to provide some nice NSW style level crossing gates at the ground level railway level crossing. The gates would replace the current weldmesh gates and be located closer and more parallel to the track, as a level crossing gate should. A drawing of the gates is on the notice board and was approved at the August member's meeting.

On the first Saturday in August we poured the first strip of pathway. The truck arrived at 9.30am. on the dot and we all headed off to morning tea at 10.12am. We must be getting good at this game. The next session in September should see the pathways at this end of the ground completed.

Mick Murray did some work attaching coupling pins to the carriages so that, in theory, we won't need to search for pins! These are the ones that have a retaining strap, so they cannot accidentally come out.

### Hawkesbury Bridge

Simon and Max have attacked the decking on the Hawkesbury bridge. They did a terrific job and all the warped hardwood is now laying flat and it looks much better. Simon had

After the May running day John Lyons and Brian Muston



**The path that will join the ground level and elevated stations being poured. The screeding is keeping up with the barrowing. This job took 42minutes!**

some wedges which he used to space the timbers out. He also had to purchase some additional bolts for some slightly thicker planks. The planks were sanded back to remove trip hazards, the knots and holes were filled first to avoid water traps, and they have now been sealed with wood stain, a job done by Brian Hurst. A long outstanding job all finished!

**Carriage Shed-Last Words!**

Barry T is going to arrange some stainless weather strips to prevent the water running down the inside of the doors. Allan Cotterell finished undercoating the new carriage shed doors before giving them a coat of 'ochre' and they look very good.

Lionel was also employed on trenching works and laying signalling cables for the point machine and new shunt signals Henry installed the shunt signals for the new carriage shed. David Lee mixed some concrete for the shunt signal bases. These look good, although at present they don't work! More work for the future! Henry and Brian Muston had taken on the relocation of No. 1 signal. This took longer than anticipated but the result is that this signal is no longer a head splitter!

Andrew and Warwick got stuck into lifting the inner loop in order to adjust the height to better suit the inner main done previously. Brian Muston, Brian Rawlinson, assisted and we also resleepered 2 sets of points, plus some track. A lot of the newly delivered road base was used to raise the formation. The old formation was very poor



**Henry & Andrew adding the vital screws and pop rivets to fill the gap at the front fence.**

having sunk considerably and was riddled with tree roots (which were removed). By days end, the track was back and has been loosely joined.

The following week Henry, Lionel, Andrew, Brian R, David L and Zac tightened up the rail fixings of the inner main track and loop that was relaid to suit the mainline realignment. Several trainloads of ballast were then transported to the site and the lot given a good ballasting. The anti wedge plate for the points was delivered, but unfortunately it was not to spec. Andrew had to sculpture it using the angle grinder, a task that David Thomas transferred to the large grinder after the clubs grinder gave out. We welded some supports to it, painted it with cold gal, and it is installed and ready to go.

Warwick mixed some sand cement mix and after forming up the area, finished off the area just in front of the new

**The water column finally fitted and ready for use!**



<b>Diary</b>	
2 September	Director's Meeting
19-21 September	CSMEE Invitation Run Canberra
20 September	Public Running Day
25-28 September	Penwood Invitation Run, Berry
4-5 October	MSMEE Exhibition, Melbourne
7 October	Members Meeting
18 October	Public Running Day
18-19 October	WDLS AALS & Birthday Run Fairfield
4 November	Director's Meeting
15 November	Public Running Day & Next Newsletter!
2 December	Members Meeting
6 December	Christmas Party (evening)
20 December	Public Running Day



**The solar powered fan fitted to the carriage shed by Mick Murray. In theory it changes the air volume twice every hour.**

inner main carriage shed door.

Mick has installed a solar powered ventilation fan which has been installed on the new carriage shed.

### Carriages

Barry Tulloch took in hand the task of raising the Central West set. This was found to be slightly low. A combination of factors including the slightly low slung body, the wider body, and the in board bolster bearing all contributed to making the carriage more susceptible to minor track defects. The cars were raised on the bogies by 6mm.

Mick, Barry M and Mark Gibbons had a good look at some carriage bogies to see what was causing the brake problems of the running day. Mark did a survey one Wednesday and some of the adjustments seemed a bit

**There was a good crowd watching Lionel demonstrate his axemanship removing the pine tree stump. He brought along his 2 man crosscut saw to help!**



fine, so these were tweaked.

### Signal Box

Henry arranged some helpers in the form of Max and David to untwist twisted pair wire so we can use it for wiring in the new signals in the signal box. They did this by attaching one end to the signal box rail and pulling tight, and performing twisting type motions to the other end. This did look a bit odd!

Henry had arranged and then later supervised the people installing the roller shutters on the signal box. These look very good, they match the colour very well, and are easy to operate internally. They make a big improvement over the old aluminium sheets and vastly improve the external looks of the box.

Jim Leishman installed a shelf in the signal box and this was painted by Allan Cottrell.

### Ground Improvements

Scott Murray brought along a tester and tested all our leads and electric tools for us. He threw one extension lead out that failed, and repaired another lead. Thanks Scott! David Thomas has been seen donning the poison pack and was seen poisoning weeds in the gardens and on the track!

There was some tree pruning done as well and the grounds look neat and tidy. Bernie had run the weed killer train, and the effects are starting to be noticeable, but the rain during the following week, will probably have reduced its effectiveness.

Some tree root trip hazards that were close to the surface have been dug out.

Lionel has emptied one of the wheelie bins of coal by transferring the char to the coal bins. This creates a bit more space in the shed. David Thomas brought along some new plants and did some substantial clearing above the retaining wall. Mark Gibbons also did some privet pruning and the lot plus the remnants of the previous gardening day were put through the mulcher. This made suitable material for David to place around his new plants. David Thomas has a vendetta, a fight against wandering jew! He is always looking for help in the war!

Henry and Max investigated a flat battery on the unloader. Initial thoughts were that the charger was not functional. Later it was discovered that we had a very smart charger that did not apply output volts unless a battery is connected! Mick found the problem in the unloader itself - a broken wire. Henry had it fixed in no time, and we left it all happily charging away!

## Features

### BRYCE PEAKE'S 90TH BIRTHDAY

Saturday 28<sup>th</sup> June was Bryce's 90<sup>th</sup> birthday party. Jim & Joan took the opportunity to have a holiday and went to Brisbane for the occasion. Here is Jim's report:

Bryce's party held at Albany Creek - Brisbane was a very successful event. Great food and wine and everyone enjoyed themselves immensely. Bryce looked fit and very well, hope to look as good if and when we reach 90.

At the end of the party he showed us the progress he has made on his S.A. Locomotive. Looks terrific.

He also made special mention of his appreciation for the phone calls and cards he received from SLCLS Members.

*We had a note sent by Gregory Peake, Bryce's son:*

On the 28<sup>th</sup> June Bryce Peake turned 90, a life time for some and more than a lifetime for others. To the many club members that sent Dad cards thank you for your best wishes and as his son we are planning the next party in ten years time. There were fifty six that attended the party at the Avero Village, Albany Creek, some seven relatives from Dad's side and six from Mum's side and if you added wives, husbands, grand children, great grand children then we had twenty eight.

Special mention must be said about Jim and Joan Leishman. Long before the event Jim and I schemed about the locomotive that Bryce had 99% finished. Now Jim had assembled and painted the locomotive, placed it in a Perspex case and it was a sight to see. We took it into the dining room before Dad arrived and covered the locomotive with a sheet. Dad did not even notice the sheet covered container at the far end of the room. He was too busy talking to the various people who had come from Adelaide, Melbourne and Sydney. Prior to the luncheon I asked Jim if he would say a few words, Jim being a person of very few words, declined. After the luncheon we moved Dad to the rear of the room where the birthday cake and the locomotive were located. Now Dad wanted to know what was under the sheet but we wanted him to cut the cake first. That done we moved to the case.

Jim and I removed the cover and Dad was totally overcome at this splendid locomotive. I have never seen Dad so overcome with emotion. I tried to explain the story behind the locomotive but could not do justice to the story, so without hesitation the microphone was in Jim's hand, he had to talk about the locomotive.

Today over a week has passed since the party, the locomotive has pride of place in the unit and everyone in the village knows about the party and the locomotive.

My sincere thanks to Jim and Joan for coming to Brisbane for Bryce Peake's birthday party.



Jim Leishman, Bryce Peak and Trevor Arney celebrating Bryce's 90th birthday .

### Drill Extensions.

By Max Gay.

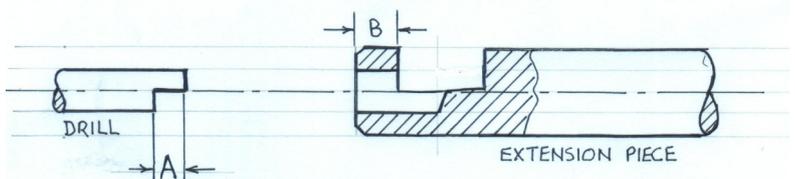
We model engineers sometimes get into tight areas where we need an extension drill because the chuck diameter is too large and interferes with surrounding parts.

Here is a possible solution. Get a piece of mild steel of suitable diameter and length, put it in the lathe using the three jaw chuck or collet, centre drill and then with the drill you wish to extend in the tailstock chuck drill to a depth of about 10 mm (3/8"). Check that your drill bit is cutting to its correct size. Now grind the end of the drill on the bench grinder to a "D" shape between 1.5 to 2mm (1/16" to 3/32") long. (dimension A)

The next step requires a bit of filing starting around 6.5mm (1/4") (dimension B) from the end with a square file and file down till you can get the drill with the "D" on the end to engage with the flat at the end of the exposed hole.

The "D" acts as a drive and care must be taken when filing to ensure that the drive is not too sloppy, this can be achieved by having a small amount of taper in the D you have filed i.e., less metal of the D as you go along the hole. I have made up a set for both tapping and clearance for 10BA using a piece of 1/8" dia. mild steel and held in the "Dremel".

I have heard another way is to use "Loctite" but as this product requires clearance to work properly there must be a bit of doubt as to how concentric the drill will be. There is an added problem with using this method in that if you want to use the drill again you have to heat up the parts to separate them.





Above: Bryce Peak's Rail Motor that Jim Leishman finished and presented to Bryce on his 90th birthday.  
 Below: Neil Campbell's "The Old Girl" seen at SSME during the 2006 convention.  
 Built in 1937, is this the oldest 5 inch gauge loco in Australia?



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

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