

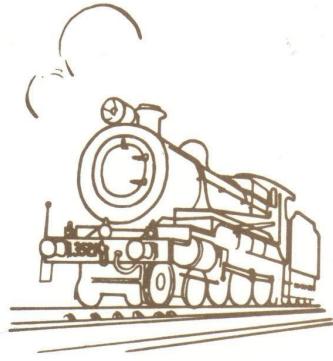
Sydney Live Steam Locomotive Society

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

'Newsletter'

Volume 37. No. 3.

August 2009



A scene from our day for RedKite with John Hurst and the Mountain (and with Arthur as guard) working uphill on the inner main while David Thomas and the B10 pace him on the elevated.

Running Day Reports

President's Breakfast, Red Kite Day.

We were very fortunate that the weather was about as good as we could hope for at this time of the year. There had been rain forecast but it did not eventuate. The previous weekend Warwick asked for the first person at the grounds to set the BBQ fire for the cooking of our feast. This was done by John Tulloch, yes, that is correct, and by the time the food and many of the members were on hand the fire would have done justice to a small foundry. Eventually the fire died sufficiently, the hot plate cooled and a wonderful meal was prepared and eagerly consumed by about 25 members. The cooking and cleaning up was well shared by the members present.

The Red Kite workers arrived a little earlier than anticipated but as our cleaning up was as good as completed we helped them set up their gear for the day. They had their BBQ's and tables for food serving, face painting and plaster painting, music and Humphrey Bear to entertain the kids. All the Red Kite helpers wore red tee shirts and there were lots of Red helium balloons. ABC 702 breakfast presenter Adam Spencer (2BL in steam days) and his family were among the guests. Adam has had a long association with Red Kite being very involved in organising celebrity matches before Sydney Swans home games, he had also visited our grounds as a kid. On the elevated track David Thomas ran his B10 till he was forced to retire with a leaking superheater element. Gary Buttel steamed the 4-6-0 Impala and ran well all the afternoon. Down on the ground level Brian Muston was



02/05/2009

Members tuck into the President's breakfast held on the morning of the run for RedKite.

first out with his Springbok and scale rolling stock and also showed off the Baldwin tender he is working on, a nice job. Mick Murray had "Tinkerbell" and all his carriages including a new flat car. Ray Lee ran C3112 on the inner track as did John and Arthur Hurst with the 4-8-2 Mountain. The outer main was catered for by the WAGR V1224 with Warwick and Andrew sharing the driving. Ray bought along his A2 chassis for us to have a look at.

Andrew & V1224 passes Ray Lee and 3112 as the Redkite day gets under way.



02/05/2009

A few of us spent some time inspecting the elevated track attempting to determine the best plan of attack to upgrade this piece of infrastructure. It was decided that the re-sleepering should be completed as the first step and then see where to go from there. We were treated to lunch by the Red Kite people, it was very nice enjoying the sunshine as well.

By 3.00pm. the activities were coming to an end and packing up was well in hand. The members still on hand at 4.00pm. enjoyed a cup of tea to end a very enjoyable day. It was Warwick's last day at the grounds before he and Wendy flew out for their northern hemisphere adventure.

May Running Day.

Our last autumn running day was a prelude to winter time, it was cold and windy but the early cloud cleared and we had some weak sun late in the day. We were not without some drama, a power blackout, just before noon till 10 past 1. When the power was first off we had thoughts of a repeat of the February running day. Lunch

time was changed for some as the shops all closed down so cold meals were the order of the day. There were some people over at the shopping centre waiting at ATM's to retrieve their cards trapped inside when the power failed. We did have two locomotives in steam early, Andrew managed to have the V in steam with the last of the air in the compressor while John Hurst raised steam in "Nigel Gresley" with a 12 volt blower powered from Arthur's vehicle.

We had a very slow start but the crowd eventually built up and the party groups got themselves organised. Some of the early trains only carried light loadings. On the elevated we ran two trains. John Hurst steamed 2-8-0 "Nigel Gresley" hauling 4



REDKITE DAY SCENES



Above & clockwise: Gary Buttel and 'Impala', Andrew Allison & V1224, Humphrey Bear performs for the kids; Brian Muston & B1; John Hurst and the Mountain; & Mick Murray's Tinkerbell and train.





John Hurst had Nigel Gresley out for a run on the May running day with Zac as guard.

cars, I rode as guard on this train. The driver of Z1915 reported in sick but with his Editor's hat on had to hand out the Newsletters. Paul Taffa ran a two car train with the Hunslet 0-4-0. Paul had a couple of stops in the loop but was able to carry on till the end of the afternoon. On the ground level inner Andrew Allison had the V1224 2-8-2 on one train while the second was headed by 2-6-2 "Mountaineer" with Barry Tulloch and Martin Yule sharing driver and guard duty throughout the afternoon. There was more variety on the outer track. Lionel Pascoe with C3811 4-6-2 ran with Henry Spencer TGR R class 4 -6-2 one train , Mark Gibbons shared the R class driving with Henry. When Lionel took the C38 off Henry continued till the end of the day. Matt Lee C3506 coupled up in front of C3803 with Ray Lee at the regulator. Matt returned the C35 to loco for an early get away and the C38

continued till the end of the day with Peter Dunn sharing the driving. Andrew came off a bit early and "Mountaineer" continued as the only inner train. It was noted by a number of members that this was probably the earliest the V class had ever been packed up for its trip home while in full working order! Max Gay and Tony Eyre were at the grounds both making good progress after their running repairs. We had a visit from Peter Shiels and were able to enjoy that special Shiels fruit cake for morning tea, thanks Peter.

The first of the point hand levers was fitted on the inner ground level sidings. There were a couple of points playing up and were operated manually but we got through the afternoon giving a total of 2562 rides which was not bad considering the slow start.

June Running Day.

Our first winter running day was washed out but socially it was a very good day. The forecast turned out to be correct and with the rain during the previous week the grounds were rather saturated. A check of the weather radar and a distant report from Bernie saw our sign put on the gate about 11.45am. A quick shopping trip was organised for some food supplies and the hot dogs the ladies were getting ready for the expected crowds were consumed for lunch. We had the best roll up of members and visitors for some time. Brian Kilgour was there, Barry Potter who was later joined by Roger Kershaw both of who were down from Orange. Steven Border was present for the first time in a while and Brian Carter was up from the southern highlands with some friends and

Ray and Matthew Lee with 3803 leading 3506 haul a lightly loaded train on the outer main during the May running day.



locomotives. Lunch time was a very relaxed affair with plenty of time for conversation as there was no need to rush off to organise the trains.

When the rain eased and we had some sunshine Keith Mears unloaded two locomotives he had brought along. Keith had anticipated giving his 9F style 2-10-0 a good run on some passenger hauling. This locomotive is about 40 years old and has been recently rebuilt and repainted. Some of us would have seen images of this locomotive on Brian Carter's Southern Highlands track. Later in the afternoon this locomotive was steamed and ran on the outer ground



Lionel & 3811 with Henry and the R couple up to their cars with the aid of shunter Mark Gibbons.



Above & right: Keith Mears & onlookers and his Berkshire.

level. The second locomotive was a highly detailed "Berkshire" 2-8-4 that Keith is building. Keith is working from photographs and is making a very fine job. The tender is yet to be started. The loco was rolled on to the elevated track to check the clearances on the curve approaching the station area, the tightest radius on out track. There were lots of interested on-lookers.

Mick, Roger and Barry took the opportunity to discuss some operational matters and the rest of us had afternoon tea at our leisure. Despite the day it was a very good relaxing get together.

July Running Day.

We had a mix of cold cloudy weather with some rain during the week but our mid winter running day could not have been much better. It was sunny but cold with very little cloud. Stuart Larkin was on the gate and was very busy at opening time and well into the afternoon. There were some very big party groups, one group were still in full swing at about 4.35pm. well after most of our visitors were on their way home. The queues for all the stations were very lengthy all the afternoon. The elevated and outer ground level queues overlapped for most of the afternoon, the sunny spots were very popular with plenty

of room in the shade. Steve Border was present again enjoying the warmer than Canberra temperatures. At lunch time Max Gay showed us the operating Butterfly doors he has fabricated for the 3½" gauge C38 class he is finishing off.

We had the best locomotive roster for many months. First locomotive out on the track was "Tonya" Ross Bishop's 2-6-2 Fowler cane locomotive. Ross ran on the inner all afternoon, the locomotive running as sweetly as always. Thanks Ross, your presence was very appreciated. Andrew Allison Steamed the WAGR V1224, running the second train on the inner ground level. On the outer we had Henry Spencer out first with the TGR R class 4-6-2



Garden Roster

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

Gate Roster.

September. Barry Millner. October. D.Mulholland. November. J.Mulholland. December. M.Murray.



Left: Keith Mears 9F out for a run on the damp June running day.

with Max Gay sharing the driving. Henry needed to prepare for an early departure and his train was taken over by C3901, 4-8-2, with Jim and Dominic Mulholland sharing the driving till late in the day. The second outer train was double headed. John Tulloch ran the J class 2-8-0 as train engine and Graeme Kirkby was in front with 2401 4-6-2. Graeme was enjoying his first running day for some time, his work rosters had not been very SLSLS

friendly. We had two locomotives that were not steamed, both from the Hurst depot. The "Mountain" 4-8-2 resided in the ground level roundhouse while 2-8-0 "Nigel Gresley" graced the elevated depot. David Lee had his GM stabled in a siding most of the day but ran late

in the day to help clear the last of the passengers. We had a very busy and varied time on the elevated. Jim Leishman had the Ps4, 4-6-2 in steam and ran well all afternoon with three cars. Paul Taffa ran his 0-4-0 Hunstet with two cars. Paul had a short break in the loop but was the last train on the elevated taking the last passengers not much before 5.00pm. The third train had a rather varied time throughout the afternoon. Train engine was

Brian Carter's 0-4-0 "Perseverence" This was Brian's first run at the track some time. Kelly Mayberry was to try out his newly acquired 5" gauge GWR King class, King George V. Unfortunately this did not eventuate as KGV had some clearance problems on the tight radius at the elevated station area. I hope Kelly can solve these problems as I think John H. is already getting excited about the possibility of a GWR double header, KRIII & KGV. Arthur Hurst had coupled up his 0-4-0 behind the King and in front of "Persevence" so when the King retired to loco the train operated with two locomotives till

The rides queue and crowds for the July running day!



Editorial.

I would like to thank the Board and the members for granting me the honour of life membership. When Bill accepted my offer of taking on the task after Reg Wood indicated he wished to relinquish the position of Editor I did never imagine how things would develop. My original Gestetner produced editions are a far cry from what we can manage today. My Dad, who was in the printing trade, would be amazed at the standard of what can be done with digital technology and the price if he were still alive today. Thank you to all the members who have contributed to the pages over the years and especially to Warwick and his superior computer skills that shuffle everything into place for each edition. I have used the same printing establishment for many years and as his technology has improved so has the Newsletter.

Mick Murray deserves a special thanks for his stewardship of the Society while Warwick was on his overseas adventure. Warwick thanked Mick at the August meeting and on behalf of the full membership I would like to add a big thankyou and well done.

John Lyons.

I had Z1915 in steam and coupled on in front to make it a triple header. We continued with this configuration till mid afternoon lifting some very big loads. When Arthur was having some problems maintaining water level he took the Blowfly off and the train continued with Z1915 and "Perseverence" for the rest of the afternoon, we tried to keep one car lightly loaded. Our last load left the station at about 4.45pm. As the cold started to set in our visitors started to head for home, the queues suddenly dissipated and we were able to head for loco.

We had experienced a very busy day with everyone working very hard. Mark Gibbons was constantly in demand attending to some point motor problems. Our canteen ladies Joy, Gai, Lee and Christine were also kept busy, Joy mentioned that she felt it was the busiest day she could remember in her time coming to the grounds. The rides total for the day was 3,263 just short of our record. We should all be happy with our effort.

A side note. When all was completed there was some concern as to who owned the backpack left in the club



Henry and the R stamps up the hill on the July day.



John Lyons & 1915, Arthur Hurst and 'Betty' and Brian Carter and 'Perseverence' triple head on the elevated on the July running day.

house. Your Editor must own up and will have to promise to be more careful as this happened once before. On returning from Darwin in July 2005 it was almost left on the Mascot domestic terminal platform. We were lucky to be getting into the carriage with the guard, he alerted us to the fact. As this was only 5 days or so after the London bombings I hate to think what may have happened to it!

What's Doing!

Annual General Meeting

This meeting was held on the first Tuesday in June, in Warwick's absence VP Mick Murray presented the President's Report and John Hurst the Treasurer's Report. All the incumbent executive and board members had been nominated and seconded and with no extra nominations all were returned un-opposed. The second item of business for the AGM was the vote to grant life membership

to John Lyons, this was carried. At the conclusion of the AGM the June special members meeting was held followed by an upgraded supper.

Members News.

Congratulations to Stuart Larkin and his wife Carolyn on the birth of their daughter since the last Newsletter. Speaking to Stuart on the July running day he said that all were doing well and getting use to the sleep deprivation. Stuart, things get better in time.

I had a call from Peter Shiels to say he was present along with Bryce Peake and more than 50 other guests to celebrate Trevor Arney's 80th. Birthday. It was a bit of a surprise as Trevor was anticipating a small dinner gathering. Trevor, belated birthday wishes from all your friends at the SLSLS.

Tony Eyre, Max Gay and Lionel Pascoe have all had recent corrective surgery and are all on

the mend. If you want to see how to set up the back of a wagon for locomotive carrying check out the system Arthur Hurst has installed to cart his recently purchased Blowfly. It is well thought out and very practical.

Diary

29-30 August	Interclub Run Bathurst MRS.
1 September	Directors Meeting
19 September	Public Running Day
18-20 September	Canberra Society Invitation Run
6 October	Members Meeting
17 October	Public Running Day
17-18 October	Fairfield 41st Birthday Run
3 November	Directors Meeting
21 November	Public Running Day & next Newsletter!
1 December	Members Meeting
5 December	Members & Friends Christmas Party
19 December	Public Running Day



Ray Lee's A2 chassis with Brian Muston's Baldwin tender behind.

finely detailed components for the 3½" C38 he is completing. We have seen the brake stand and the latest part is the fire hole butterfly doors.

Works Report.

The new compressor is installed and running while the old one has been relocated to an address not far from the grounds. Over two Saturdays this work was carried out. The new one was delivered by Mick Murray. The old one was removed and stripped of

Locomotive and Rolling Stock News.

Ray Lee is making very good progress with his VR A2 class 4-6-0, the chassis has been running on compressed air and early in August the boiler passed its hydrostatic test and received its boiler number. Brian Muston has shown his work so far on the Baldwin bogie tender he has under construction. We have seen parts for the front bogie swing link mechanism as he tries to decipher the plans. Simon Collier is now the owner of an 0-6-0 "Simplex" tank engine and when superheater elements are renewed and other tune up work completed we should see it on the tracks. Arthur Hurst has a Blowfly named "Betty" he is getting use to driving it and has already joined in revenue service. Bernie Courtenay has had the hydrostatic test carried out on his "Blowfly" boiler, passed, no problems. My Z1915 has completed six years of running and early this month it passed its hydrostatic test without any drama. On the Red Kite day we saw the latest wagon from Mick Murray's workshop, a very nice flat wagon. Max Gay continues to produce

its cradle, it left the grounds in one of the Tulloch utilities. The cradle was modified to suit the new compressor and it was soon in place. Those involved were Mick, John T., Barry T., Brian M. and Arthur. Some members may not be aware that the compressor rides on some 5" gauge track so that it can be easily removed for its annual pressure vessel inspection. All the connecting up was then worked on, Henry attended to the electrical connections and we now have a higher capacity, quick recovery, quieter unit. There was a bit of a scare the following weekend when it was thought the compressor was not working. It was found that the unit was not switched on.

David T. has continued his work with plantings of local native plants and landscaping that defines areas that do not need mowing. Working with David provides a lesson in horticulture, we are very fortunate to have someone with these skills. The grounds have looked in top condition for all of our running days and with spring approaching they will be brighter than ever. Arthur has been ac-

The new 5 inch gauge compressor en-route to the compressor house.

tive with his ride on mower making a good start for each gardening group allowing more time for working around the edges. Brian H. and Alan C. have continued with maintenance and painting of seats and other timber structures. Brian has also carried out some remedial work on elevated track no.7 signal and has re-painted it. Jim L. helped out painting the higher altitude parts of the structure.

Ground level track. All the point levers are now fitted to the sets of points in the vicinity of the trackwork carried out in conjunction with the new carriage shed. Henry and Mark have continued their work on the signal and point motor wiring. Mark has been especially



busy on our running days but has had a few wins sorting out some of the problems. Bernie has been active with the weed killer and Barry M. has been working on the manual removal of some of the weeds that do not seem to be worried by the weed killer.

Elevated track. There has been a great deal of activity on this track since the last Newsletter. There had been a lot of members involved in sleeper cutting and drilling. At one time or another Paul, Allan C, Jim L, John L, John T, and Arthur have cut, drilled or both. We ran out of sleeper material and will have a new supply by the time this Newsletter is in print. John L, started working up the hill where some earlier sleeper replacement had finished. About 120 sleepers could be done in a morning before the batteries on John's drill needed recharging. John was helped at various times by Jim L, Jim M, Lionel, Brian M, and Paul. We found that the use of graphite grease on the screws eased the load on the batteries. After the compressor was installed an afternoon group got stuck into the task and progress speeded up. John T, Paul, Arthur, Lionel and Barry T, were in this team. It did not take long for the sleeper replacement to be completed on the main, at least. With the new supply we can complete all the sidings that still have the wooden sleepers.

We have discovered that the sleepers can burn. Early in the year on one running day John H, and John L, stopped their train at the bottom of the grade and extinguished a fire on one sleeper, the damage was not great and the sleeper can still be observed. Early in June after Arthur was trialling his new locomotive, it was discovered that one sleeper on the way up the hill was well alight, when doused with water hot plastic was spat out, we need to take care. The burnt sleeper has been replaced and is in the club house. We have been investigating what rendering materials may be available to level some beams and have some leads already. We may have tried some of these out by Newsletter time. After the July running day Jim L, felt there was a peak in the run down the hill on investigation the following Saturday we found that one of the sleepers was under the track on edge to provide some clearance when we were working there. Problem solved. Ticket office. Research and planning is well underway for this new structure. It is anticipated that the next meeting of the Board will be in a position to make a recommendation as to how we should move on with this project.

Conventions.

There has been a request for all societies to give some thought to the future format of the Convention. If you have any strong views or new ideas could you let Warwick know by the end of August.



The resleepering crew hard at work, John Lyons, Jim Leishman and Brian Hurst.

President's Report-2008/2009

1. Running Days & Events

The 12 months passenger figures were significantly up to 24749 (12 months to end of April) compared to 19541 for the same period last year. This years figure excludes the 848 rides for the West Ryde Fair day. There was one day lost due to rain then power failure. Rides were an average of 2062 per month. We exceeded the 3000 mark last July with figures of 3111.

Arthur Hurst and his new 'Betty the Blowfly' on trials.





John Lyons receiving his life membership from Mick Murray at the AGM.

The 24 month injury rate is .005% which is .01% down on the previous year, however the 12 month rate hit .009% which is very pleasing. Train operations do seem to be more consistent these days with less incidents. I put this down to an improved rolling stock maintenance regime and a track structure with a firm foundation and consistent superelevation. 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 Superintendent Mick Murray. Mick and Mark Gibbons regularly check the ground level rolling stock making sure it is in running order and fixing it when it isn't.

We are very grateful for the assistance of our regulars Liz, Di, and Joy, in the kiosk, and also to the other ladies who help out from time to time.

A special thank you to our regular ticket seller Vernon. Thanks Vernon.

The President's breakfast held in early May was well attended by members. The family fun day for Red Kite followed and was well attended. Our charity day for Red Kite last November had 1944 rides, which was a good result.

The Society also had its own special events for members and friends. The Christmas Party last year was held on the first Saturday of December and we also had a New Years Eve get together, both of which attracted many more members and friends than in previous years.

We also held a special running day on 4 April to tie in with the West Ryde parade and fair. This could be a yearly event, and it would be hard for us to say no, as it is held outside our front gate! Despite threatening weather the day was relaxed and introduced a lot of new faces to miniature live steam.

2. Financial Results

I would like to thank John Hurst for his efforts this year. He has managed to update our Co-op Rules and keeps us financial and we are never short of a dollar for the projects we want to do. Thanks also to Peter Spencer for auditing the accounts this year.

3. Our Membership

We have 69 members (including country members), a decrease of 1 since last year due to the passing of George Robertson and Neil Campbell and the addition of one provisional member Peter Ryan. A few more members would assist us in running days as we find ourselves pushed to the limits quite often.

The newsletter has continued in the format set in recent years. Our Editor John Lyons has now reached 32 years in the post. We receive a lot of informal comment on how good the newsletter is. The combination of great articles and a large number of photographs presents a professional appearance. The editor is always pleased to receive contributions!

We held a 60th Anniversary dinner at which some members received recognition of their services to the Society and at which the longest serving Secretary of the Society Henry Spencer publicly received Life Membership.

Nearly half our members receive my weekly email. This is a good means of keeping in touch. As well we have moved to sending out the newsletter by email to those who want it so. This means they get it in full colour!

Our Inspecting Engineer Mick Murray has done his annual grounds inspection as a requirement of the Code of Practice and things are fairly good. I think this is due to an attention to detail and keeping the place neat and tidy. When it's tidy anything out of place is noticeable and fixed! Please make yourself aware of the paperwork kept in the signal box for signing a train out.

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 improve the safety as well as the functionality of our operation.

A special thanks to David Thomas who accepted nomination and was accepted by the AMBSC as a boiler inspector for us, with most of the usual inspectors on duties elsewhere.

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 exceeded the previous longest serving secretary Cec MacKellar by one year, (now 19) and is going for 20!

4. Projects

This year we completed the inner main carriage shed, including all the signalling and the upgrading of the inner main that goes with it. We have also recommenced on track upgrading and significant parts of the track have received new foundation, geotechnical fabric, plastic sleepers and ballast.

The receipt of the "Old Girl" and rolling stock has made good use of this additional storage which has allowed the clubhouse to be tidied up. Thanks to Barry Tulloch and others who have performed work on the Old Girl to make it serviceable.

The garden has continued to prosper under the guidance of David Thomas and is an important part of the amenity of our grounds. Other projects completed during the year include the new pathways which have provided a hard surface from one end of the grounds to the other and work on the new level crossing gates is continuing. The level crossing has embedded piping for nice water columns from Tulloch works, and the Hawkesbury bridge redecking was finished. All ground level cars now have retaining type coupling pins tied to the carriage.

5. Model Engineering Activities

We have seen some wagons and tender parts produced by Brian Muston and Mick Murray and components for locomotives from Ray Lee, John Lyons, David Thomas and Simon Collier. Garry Buttel has acquired a new B1 and I am aware there is other works in progress!

6. AALS & AMBSC & Other Visits

The submission we made to the Code of Practice consultative process was put forward as a motion to the AALS AGM this year and accepted. Overall our changes to the wheel standards have raised awareness of the issues and hopefully this will result in a longer term improvement in track standards and interoperability for the hobby. Unfortunately none of our members went to the convention this year in Western Australia. We attended a number of functions held by other clubs, but there was no special interclub held by us this year.

7. Our Future

The revamp of West Ryde shopping centre is taking longer than anticipated. However the Council seems intent on something being done, so I guess it will come sooner or later. We should be prepared.

We are in a good position with all our assets in good condition, the grounds are presentable, we have stocks of coal, road base, sand and ballast, and a healthy bank balance.

We are again consolidating after major works of paths and carriage sheds. We can plan ahead for some of the further improvements such as a new elevated station, upgrade of the elevated track, ticket office and maybe some awnings and roundhouse roofs. The important thing in all these dreams is that they should only improve the railway look and feel of the place. To this end, we need to plan them well.

Thank You.

Warwick Allison May 2009

Annual Inspection of Non-boiler Plant and Equipment - 2009

The annual inspection of the Society's grounds and facilities was conducted on 23 May 2009 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 focus of the Society in addressing identified safety issues again continues to make it harder to find items for attention. The main items noted for attention at this year's inspection were:

- A newly identified crush hazard at the Ground Level No. 45/47/5/11 signal gantry,
- A number of fencing issues,
- Dead branches and trees in or adjacent to the site

A pair of Brians watch Henry adjust a new point lever installation.



A copy of this year's checklist has been 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.

It is pleasing to note that the Running Day Inspections of Carriages, Track & Structures and Signals (per the SLSLS Running Day Inspection Sheet 2008) have been performed and signed off on a consistent basis throughout the year under review.

A review of the Society's Risk Register and Hazard Control Matrix has been conducted by myself and Warwick Allison during April and May 2009 and the Matrix has been confirmed as appropriate to the Society's current operations.

An additional hazard – “Crush between moving train and fixed structure” - has been added as a result of an incident during May 2009 with the following controls being proposed:

- Warning Signs Provided
- Monitor by Track Superintendent/Signalman

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. Warwick has provided an updated “Review of Hazard Assessment” for the current year dated 12 April 2009, a copy of which has been appended to my report for 2009.

Mick Murray
Inspecting Engineer

Features On UK Elevated Tracks Warwick Allison

On my recent trip to the UK, I tried to see how other Society's constructed and maintained their elevated tracks. Model Engineering groups are a bit difficult to see, with attendance usually only on weekends, and being in the right place at the right time is a bit of a feat when travelling on a budget. Ultimately I saw 6 elevated tracks, but only 2 of them in operation.

The elevated track is alive and well in the UK being a vital part of the model engineering scene.

As a generalization they run 5 inch gauge models on the elevated tracks in the UK. Ground level 5 inch does exist though, but is generally not used for passenger hauling.

A British Prototype engine on an elevated track creates a fair stretch for the driver around the tender and it would seem that it is only just possible without extensions to the controls because most British tenders were short 6 wheelers, and they build to 1 1/16" which is a bit smaller than

what we tend to do. Look at the pictures and note the stretch! I did see some drivers trucks tip up because of this.



The elevated tracks I observed were:

York Model Engineers.

The elevated track was steel bar providing for 3 gauges 2 ½, 3 ½ & 5inch gauge constructed into a solid structural arrangement and supported on concrete piers. An anti-tip rail was provided. The rails themselves, being of deep section provide all the necessary support between the piers. Packing is provided as required between the rail beam and the pier.



Goffs Park (Crawley)

This small track is 3½ inch and 5 inch gauge elevated track. It is unfenced in a public park. This track is profile aluminium rail screwed to sleepers which are supported on longitudinal steel channels. The channels are rolled to the track curvature and are supported on brick piers. The occasional sleeper has a bolt through it clamping the track itself to the channels. Their web site mentions the track being slippery on occasion and of the need to keep line and level. There is no anti-tip rail. The pier spacing seems a little long to me. The channels seem to be of fixed length (ie they are installed as individual beams).



which have a long draw bolt through the centre to secure the whole arrangement. Top and line is adjusted by packing between the channels and the piers. An anti-tip rail is provided. The alignment is very good as they have put a fair bit of effort into it. They did tell me all the sleepers were precision machined for thickness. Note the very minimal sleeper spacing. The track can be slippery.



Sussex Miniature Locomotive Society

The Sussex Miniature Locomotive Society at Beechhurst is a very old society, but has maintained its track very well and is the best laid and maintained of all the elevated tracks I saw. Their track features in Martin Evan's "Outdoor Model Railways" but that track has been totally replaced with this one.

They have no ground level track.

It consists of dual gauge 3½ and 5 inch gauge aluminium profile rail secured by clouts to regular timber sleepers which are supported on longitudinal steel channels which are curved to the track radius. Channels are joined with fishplates. The channels are supported by concrete piers

Guildford MES

The Guildford's Society's track is a bit different, and in some respects it is similar to the old wooden SLSLS track in its final form. It consists of steel bar rails for 3½ and 5 inch gauges supported on timber sleepers. The sleepers are then supported by longitudinal timbers on edge, curved to the curvature of the track, being supported by pipe posts in the ground. An anti-tip rail is provided. The bar rails are bolted together with spacers.



Kinver and West Midlands Model Engineering Society

This society has a 3½ & 5 inch elevated track of aluminium profile rail on timber sleepers laid on a continuous concrete viaduct of concrete blocks or arched concrete beams.



They appear to have a screed on top of the concrete blocks and also timber packing under the track is evident as well as cracking of the concrete supports. Unfortunately I was only able to peer through the fence!

So-What does it all mean?

Trying to find out the good and bad points of elevated track construction can help us point to what makes the best track construction. Even if we don't have the perfect track, we should be able to know how it should be maintained. The best track I saw was clearly the SMLS track at Beechhurst. Similarly the Guildford track was pretty good too, with top and super being adjusted pretty well. Tracks on fixed beams seem more problematical-why is it so? I think the first thing that needs to be appreciated is that no matter what type of construction is adopted, something in the ground is liable to sink or move, timber is liable to warp or rot. Hence regular adjustment is necessary, and the ongoing quality of the installation is a measure as to how easy this is to do.

Just as in full size, profile rail spikes do not prevent the rails moving longitudinally. This means that if these have their sleepers constrained to the structure, expansion and contraction will not result in these tracks distorting sideways. However they do need expansion joints for this, and as most profile rail tracks are fishplated, this provides for this adequately and thus expansion is adequately allowed for.

The aluminium profile rail used does not have a lot of vertical strength, so this is compensated for by having regular sleeper spacing. You will note on the Beechhurst track that the gap between the sleepers is less than a sleeper width.

Tracks built with dual longitudinal beams, steel channel or timber, have a ready inbuilt means of independent adjustment for both height and superelevation. The beams being continuous provide for a step less change in vertical and horizontal curves. However, if the beams are pier to pier, then there is a possibility of a step change in gradient at the pier, rather than a smooth transition.

The Beechhurst track has an additional feature. This has the concrete piers held down by long bolts. This permits lateral adjustments.

So the Beechhurst design easily accommodates vertical, lateral and super adjustments, and as the rails are not constrained longitudinally there should be no internal stresses to cause any problems.

Sleeper depth needs to be regular and consistent throughout. Drumming was not a problem on any of the tracks as timber sleepers and aluminium rail provide for a degree of softness to the ride.

Tracks on beams (ie post and beams) and viaducts have a problem with vertical curves and superelevation. In the UK it is less of a problem if the track is all level. Only super needs to be then considered. However packing under sleeper ends is not as easy on a concrete pad than under the beam itself. The concrete also tends to be not as precision a job. In Martin Evan's book "Outdoor Model Railways" many of the pictures are of post and beam (either

timber or concrete) or continuous concrete construction. These tended to have a screed applied along the top to set superelevation and level. However only the Kinver track was the only example I saw of this. Now perhaps it was the selection of tracks I visited, but I think clubs have evolved away from such a construction to one that is more 'maintainable'. Certainly the Beechhurst track was originally brick pier and timber beams.

Post and beam does permit some adjustment at the piers for height compared with continuous concrete types. The continuous type rely on strong continuous foundations. The height and super can be built into the structure, but if they do sink minor adjustments are not possible and only a major repair can restore the required top and line.

Bar steel rails provide within itself a strong structural element, but unfortunately this has a downside in that any misalignment at build, tend to stay in the track. It is also harder to super elevate (especially multi gauge tracks) because of the strength of the arrangement, getting stronger with each rail added. Expansion and contraction results in lateral displacements that either push over and distort the supports (if the track is fixed to them) or results in it being off the centre line of the structure. Some restraining of the track is necessary plus expansion allowance.

The use of pipe posts does not provide for much lateral adjustments.

On ground level tracks the expansion and contraction and train running forces are higher. This tends to cause profile rail and sleeper systems to move about resulting in sleepers slewing and spacing changing. The tracks I saw generally had alignment problems somewhere indicating that such track construction requires constant maintenance to keep the top and line. The Ryedale Society's track is laid in a specially constructed concrete channel to maintain its good line. Generally the flat bar tracks I saw were pretty good, with any defects not being easily maintained out.

However they are more robust, and don't have the traction problem of aluminium rails.

One thing is clear, to keep good top and line the track needs regular maintenance. If adjustment means are built into the track, then this maintenance is easier to do. The more the track is laid on a fixed concrete structure, the longer it may last, but the harder it is to perform maintenance to keep line and level. Ultimately major rebuilding of the formations is often necessary.

Some tracks are a combination of these features and thus may exhibit advantages or disadvantages of various types. It is not practical to literally change the design of an elevated track overnight. They are a significant investment for any society and their design may well have been influenced by factors such as; ease of build, and minimising maintenance rather than ease of adjustments.

SLSLS is currently working to improve the quality of our elevated track which is of the concrete pier and beam type. The strategy being adopted is:

- Adjusting beam levels to avoid dips and ensuring beams are laterally level.
- Resleepering to ensure the track sits evenly on the beams (ie all sleepers are of the same thickness)
- Correcting any beams that are bowed within themselves.
- Jig welding any new track to ensure correct line. (We still need to work out how!)
- Superelevating on the curves by installing a fixed thickness spacer under the ends of the sleepers.

Already we have seen the results of the beam leveling and resleepering. We can make it even better by continuing the work. Our aim- the best elevated track in Australia!

A lovely 5 inch gauge 'Duchess' seen at the Guildford Society.





Scenes from the steam rally held by the Guildford Model Engineering Society in the UK in July. Above, a nicely finished 'Polly' hauls an elevated train. Note the brake fitted guards van at the rear. Below, a beautiful 5 inch gauge 'King Arthur' class.



'Newsletter' is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.

Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shops. $33^{\circ} 48' 15.99''$ S; $151^{\circ} 05' 12.78''$ E

Telephone: (02) 9874 8696. **Postal Address:** The Secretary, PO Box 124, West Ryde, NSW, 1685

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 \$1 each.

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