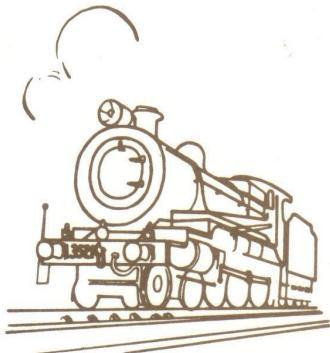


Sydney Live Steam Locomotive Society

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



'Newsletter'

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Mick Murray's Wolgan Valley Commonwealth Oil Corporation Shay No. 4 prepares for its trial trip on Saturday 28 July.

May Running Day.

We were anticipating that this running day might have been very good; we had beautiful autumn weather during the week and the same forecast for Saturday. As it turned out we had our best crowd ever. There were a large number of party groups, I think about a dozen, and a number of these groups had availed themselves of the opportunity to set up their patch before lunch. There had been two hundred pre paid ride tickets sold so that in itself got things off to a good start. Paul was on the gate, later assisted by Alan Mackellar and was busy for much of the afternoon. There was a long queue at the main gate

at opening time and it was well into the afternoon before there was no one waiting on the foot bridge. There were a lot of birthday parties, some had very large gatherings and I think we had a lot of first time visitors.

Setting up early in the day was looked after by Arthur and John H and Vic, we were missing Barry M who was recuperating from an eye treatment. A new light fitting was installed in the carriage shed replacing a unit that had failed. This was needed as putting things away was well after sun set. I removed the form work from the drainage grate and channel that had been put in place the week before in the elevated arrival platform area.



Martin Yule shunts Mountaineer during readiness for the days operations.

There were two trains running on the elevated track. For the first time we had the combination of John H and "Nigel Gresley" 2-8-0 leading Arthur and the heritage Mikado 2-8-2 running as train engine. They were coupled on to seven cars and a guards van. Arthur and John have worked extensively on the 2-8-2 in order to get the weight distribution right and their work paid off today. They ran this train all afternoon without a problem. On many occasions the load consisted of more adults than children making a very heavy train. The new departure station came into its own with the loaded trains moving off down the grade with ease, something that could not have been achieved with such a train at the old station this time last year. The last run left the station at 5.02pm and carried a small number of passengers who were acquaintances of the leading driver. The passengers were treated to a three lap run. Considering how hard the two locomotives had worked during the afternoon it was a very good display of driving skills by John and Arthur. The second train on the elevated was, I think, another new locomotive pairing. John Tulloch coupled the J class 2-8-0 to three cars and a van and started off the afternoon. Gary Buttel steamed the B1 "Impala" 4-6-0 and coupled up in front of John. An extra car was added to the consist and the two locomotives ran very well all af-

ternoon. The queue for the station was very long throughout the afternoon and did not ease off till after 4.30pm. I was intending to run Z1915 but on steaming up I found the blower was not as strong as I would have liked and so dropped the fire and packed away. I was able to relieve Zac as guard on the seven car train for the rest of the day. Bernie was guard on the other train

while Neal and Wayne assisted as station masters. The activity was just as busy on the ground level with very full trains running all afternoon. Warwick's V1224 ran with the Pullman set and an additional car and the guards van. Andrew was at the regulator for most of the afternoon and then Warwick saw out the day. The V had a slight problem, Andrew investigated and found a cross-head shim had worked loose, once extracted the engine ran well for the rest of the day. At various times during the afternoon David T, Ian Tomlinson and Andrew were on the guards van. On one run Andrew counted thirty six on board, that included the crew. Warwick found that with the late afternoon cold air the drifting steam would fog up his glasses, an onlooker informed him it was good for his skin. The second train on the inner had a first time combination of Ray Lee's A2 4-6-0 running as train engine and Ross Bishop's 2-8-0 D5148 as pilot. With the big loads the A2 slipped occasionally, but they struggled hard and kept things running. Graham Tindale was guard on this train. The two locomotives looked great running together and the contrast of driving wheel rotation is always interesting.

On the outer main Barry T steamed "Mountaineer" 2-6-2 and he and Martin shared the driving and guard duty. The 2-6-2 managed the loads with hardly an effort. The

second train was hauled by The TGR R class 4-6-2 on the Central West set with Lionel and Max sharing driving and guard duty. The R class ran well with the heavy loads. David Lee may have acted as guard as well on this train.

The Tulloch's D5595 was in the ground level locomotive depot and was not steamed.



Ross Bishop and 5148 leads Ray Lee and the A2. No gauge problems here! We can do what they never could in full size!

The Hursts dominated the elevated with John and Arthur with Nigel and the heritage 2-8-2 & a long train on the May running day.

We had plenty of help in the canteen today, Liz, Diane, Joy, Lee, Margo and Kim. They were busy all afternoon. Thanks to Paul T's mum for the tray of homemade scones, they were very much appreciated. Emily had a couple of visitors in need of her first aid care, fortunately not from train troubles.

The signal box was manned by Mark, Steve and David Lee and Peter W had a very big afternoon in the ticket office. In all we sold 3754 rides, this was the largest number since Warwick had started keeping records in 1994 beating the previous highest score of 3552 for the August 2000 running day just before our Olympic Games. We stopped selling tickets about 4.30pm, but we had full trains until about 5pm.

There was some difficulty with the CCTV probably due to too many people in the way of the radio signals. Late in the afternoon one visitor said to me was it always this crowded, I replied that I did not think that it had been.

At the end of his report for the day Warwick wrote. "A BIG thank you to all the members who contributed so much for such a BIG day. Not only on the day but the



preparation for the day is important too. Everything went very smoothly indeed which is a credit to all concerned. Thank you!"

June Running Day.

This was not the best of days. The forecast was for rain in the afternoon but it started early from morning tea time and kept on into the afternoon. There was some optimism early as Barry M cleaned our entrance path and Graeme K blew all the tracks clean. Graeme even

Andrew and V1224 before the massive crowd in the grounds. It took quite a while to get across the bridge!





Above: May running day and Gary Buttel with Impala leads John Tulloch and 2904.

July: Right: Two black NSWGR locos as John Lyons' 1915 leads Les Bird and 2708 on the elevated.

Below: Andrew drifts V1224 down grade on the inner main.

unloaded his locomotive, 2401, the only one for the day and it stayed wrapped up to keep it dry. It was still raining at 1.30pm so the main gate was opened with the "No Trains- Too Wet" sign. We had three groups, five people in total who came in to have a look.

Ian Tomlinson had a look at the condensation in both car sheds. He has provided some temperature loggers which have been installed in the inner carriage shed to see what occurs during the night and day. Warwick, Jim L and I had a look at what other preliminary work could be carried out before the major attack on the elevated arrival platform begins.

Despite the weather there was a



very good roll up of members and we enjoyed a good chat and a few cups of tea. The highlight of the day for me was sighting a dark green 1910 McLaren traction engine on a low loader heading west on the M4 above Church St at Parramatta. Ross Bishop was able to tell me who it belonged to and where it was probably heading. Early afternoon saw people heading for home and the last left after afternoon tea at about 3.30pm.

July Running Day.

This was a very cold, cloudy day. There was no rain and we did have a little sunshine finding its way through the clouds late in the afternoon. A day later we were told that it had been the coldest July weekend for many years. We had the Central West contingent joining us

for the afternoon, Barry Potter, Roger Kershaw with Greg and Les Bird. There were three locomotives with them to join the roster for the day. Barry's D5507, Greg's C3239 and Les's Z2708. John Noller was on the gate and while busy at opening time it was nowhere as hectic as the gate keepers had on the May running day. Setting up was looked after by Barry M, John and Arthur Hurst and Vic. Mick Murray was there early as well but was away at 2.00pm for a family commitment. Both loco depots were well populated, the usual locomotives were bolstered by the previously mentioned Orange based engines. Greg had the Leishman Ps4 in the ground level loco to try his hand at ground level running. Ray Lee came with the VR A2 class, Lionel had the TGR R class, Warwick, the V1224, Ross ran his Fowler 0-6-2 "Toneya", John and Barry T had the J class and "Mountaineer" respectively and there was an extra treat. The Tullochs brought along the late Ross Styles' built Ps4. While it carries the same number as the Leishman built locomotive it is built to a larger scale, has a twelve tender and has much more external detail. It is truly magnificent. Central West locomotives D 5507 and C3239 ran on the ground level.

In the elevated loco John H "Nigel Gresley" 2-8-0 and Arthur H and the heritage Mikado, 2-8-2 prepared to haul another seven car train. Les Bird had Z2708, David Thomas B10, 2-6-0, Garry Buttel arrived after lunch with B1 "Impala" 4-6-0 and I had Z1915 ready for a run.

At lunch time there was an impromptu rendition of happy birthday for John H, he was suitably embarrassed! Ian Tomlinson has provided a computer printout of temperature in the ground level carriage shed from some temperature buttons he had installed. This is to assist in the condensation war that has been causing the mould problem over the past few months. Andrew checked some boiler plates for David Lee. There was plenty of favourable comment about the finger posts and signs that Brian



John Lyons showing his bright shirt off to advantage and Les Bird again, with 1915 and 2708 departing the elevated station during the July run.

H has been painting over recent weeks, it has required a great deal of patience.

Running on the ground level inner main was the WAGR V1224 with the seven car Pullman set with Warwick and Andrew sharing the driving. Ross and the Fowler ran the second train on the inner. This was another seven car set and as usual the locomotive handled the load without any difficulty all afternoon. The outer main saw the Orange visitors and two of their locomotives. Greg Bird with 4-6-0 C3239 was pilot engine and Barry Potter, D5507 was train engine. Roger Kershaw acted as relief driver as required. The second train on the outer had Greg and his Ps4 as train engine with Ray Lee and the VR A2 in the lead. This combination ran well into the afternoon and when the A2 returned to loco John T and the J class went on duty till the end of the day. Greg was keen to try the ground level running to see how he would go on the two lap runs as is required on the GL. I think he enjoyed the challenge. "The Old Girl" and its train of goods wagons occupied the siding off the outer main and Neal Bates parked one of his traction engines at the level crossing end of the ticket office garden siding.

On the elevated we had the seven car train run by John and Arthur with 2-8-0 "Nigel Gresley" and the heritage 2-8-2. Once again this combination worked very well and made excellent use of the new elevated station. The last couple of laps of (Continued Page 10)



Ray Lee and Greg Croudace with the A2 and Ps4 on a decent load on the outer main.

Sydney Live Steam Locomotive Society Co-op Ltd President's Report-2011/2012

1. Running Days & Events

The 12 months passenger figures were 25705 (12 months to end of April) compared to 23883 for the same period last year, a worthwhile increase and comparable to the last few years. This includes the 2 wet days in January and March. As is common these days just about all months (apart from the damp ones) were above average. As well we had no injuries for the 12 months, lets keep it up!

The 24 month injury rate is .002% which is again lower than the .005% of the previous year, and the 12 month rate is zero! If we stay incident free until October, the 24 month figure will also be zero. These figures are very difficult to maintain but lets not be complacent. 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. Thanks also to Track Superintendent Mick Murray. Making sure our stock is presented safely for running regularly falls to Mick and Barry and also Mark Gibbons.

In the kiosk, an essential part of our running days. we are very grateful for the assistance of our regulars Liz, Di, Joy, Margo, Lee, and others who help from time to time. Thanks to Brian Hurst and Peter Wagner both of whom handle the ticket selling. A special thanks to Emily who is always here enjoying the day and providing professional first aid assistance to whoever is in need (and often its members, and nothing to do with the trains!)

Our charity day for RedKite last November had 1929 rides, which was lower than last year, but still a worthwhile result.

The Society's special events for members and friends at the Christmas Party and New Years Eve, were both very pleasant affairs and well attended. We also had special members days in March, June and September which seemed to attract wet weather, but didn't stop the activities. As well the Presidents breakfast in May was the usual gourmet delight.

2. Financial Results

I would like to thank John Hurst for his efforts this year. The financial results are pleasing despite some significant expenditure. As well he has rearranged our insurances with some significant savings plus additional cover. As usual he is involved in constantly managing our dollars, turning up to all running days and doing a large number of substantial works around the grounds. Thanks also to Peter Spencer for auditing the accounts this year.

3. Our Membership

We have 70 members (including country members & those awaiting acceptance), a decrease of 5 since last year (which was an increase of 5 on the previous year). This was due to a number of prospective members who did not proceed to full membership, and the sad passing of Henry Spencer and Allan Cottrell, both long term members. Consequently membership numbers over the last few years is static.

Thanks to John Lyons who has continued with our newsletter, now 36 years in the position. The newsletter formula appears very successful and it never seems to be a problem in filling the 16 pages! The email distribution is also growing in number where a full colour edition is available on your computer.

Our members also receive a weekly email. This keeps everyone in touch with what is going on in the Society as well as providing reminders of coming events. Thanks to Mick and Mark who have stepped into the breach when I have been unable to do the honours.

Many thanks to Mick Murray does our formal amusement device inspection which is a requirement for the Code of Practice and shows due diligence on our part in keeping the operation safe.

A special thanks to David Thomas and Andrew Allison who handled our boiler inspections. David also uses his green skills to keeping the place green and lovely. In this task he has been joined by Simon specialising on the ticket of-





fice garden, and Barry Millner who tends the gate keepers garden. I am sure that a big welcome would be given to anyone who wants to adopt a garden area. We are also indebted to Arthur Hurst who regular brings his own equipment and tackles the long grass, and John Hurst who regularly loans us (some times rather permanently) various gizmos to get the job done, and Brian Muston who regularly brings his edger.

We appreciate those members who use their specific skills to progress various works around the grounds. There are many of you who do this and this saves the society much money and effort. At the risk of missing someone out, I would like to mention Neal Bates for various plumbing jobs, Peter Wagner, Mark Gibbons, Jim Leishman & David Lee for electrical work, Martin Yule for fabrication, and Ian Tomlinson for air conditioning. These are specialist skills that otherwise we would have great difficulty in doing things.

4. Projects

Work has continued to correct the level of the elevated track led by John Lyons. Upgrading work on the ground level is also continuing and our goal of an all plastic sleepered and upgraded track is in sight within the next 12 months. Mark Gibbons has continued maintenance on the point motors and with Peter Wagner has commissioned our new signal cabling which had been laid by Arthur and Lionel. John Hurst spent a lot of effort in the steelwork on the elevated points at the new station and this culminated in the opening of the new station during the year. This is a significant asset to the Society, stylish and functional. I also want to mention Mick and his bogie maintenance, as without this largely unsung activity, our trains would not have the well maintained carriages perform as they do. This is a very brief report on the highlights only. I know many others have been involved but I think it important to recognise those amongst us who take a leading role to organise these jobs. Having a number of members who can take on these projects permits us to have several initiatives being progressed simultaneously, provides a greater breadth of activities for members to take part in for the benefit of us all. Thanks to everyone who has contributed not only to projects but also grounds maintenance throughout the year.

5. Model Engineering Activities

Considerable activity is underway. A Blowfly by Mark Gibbons is well in hand, and we have had the finished Bernie Blowfly at last! Ray Lees A2 is now in regular service, Brian Muston's electric Steam Tram, Simon Colliers B1, David Lees Commonwealth Railways C class, Max Gays 38 class, Wayne Fletchers 34 class, David Thomas's 620 and John Lyon's 25 class. Andrew has produced another O gauge steam tram and is working on a Maisie and a Queensland cane loco, and Ross Bishops lovely McLaren traction engine has been painted and finished. Graham Tindale has acquired a Maid of Kent, now operating. A special mention here to Barry Tulloch who is always there to solve some tricky problem or assist as required. This help is gratefully appreciated by those on the receiving end. Other members efforts are always welcome to be seen on the morning tea table.

6. AALS & AMBSC & Other Visits

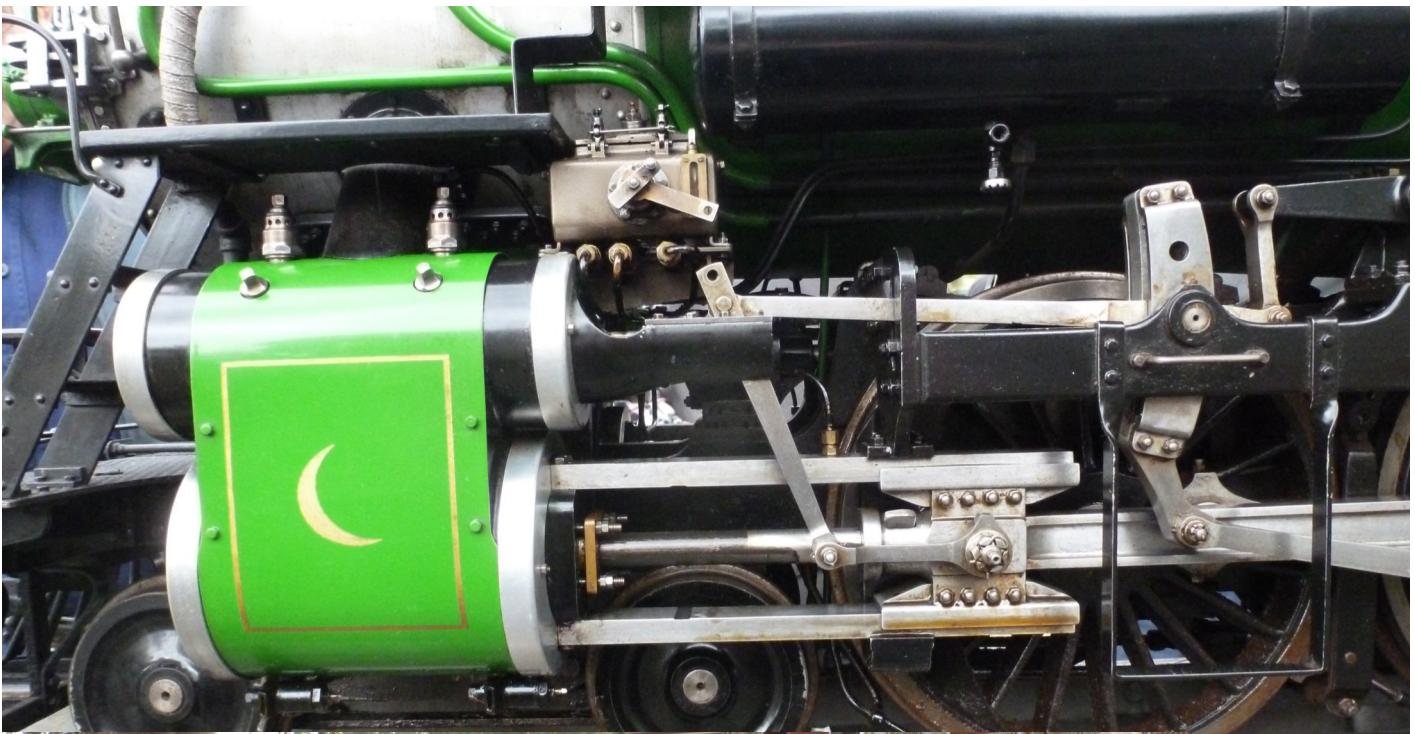
The convention this year was at Penfield South Australia and only a few members attended. The convention does seem to cater more for the larger gauges these days. Members also attended other clubs invitation days. Perhaps the most significant was a visit to members Sue and Brian Carter at Paddy's River on 5 May. This was a lovely day and many thanks are expressed for their hospitality.

7. Our Future

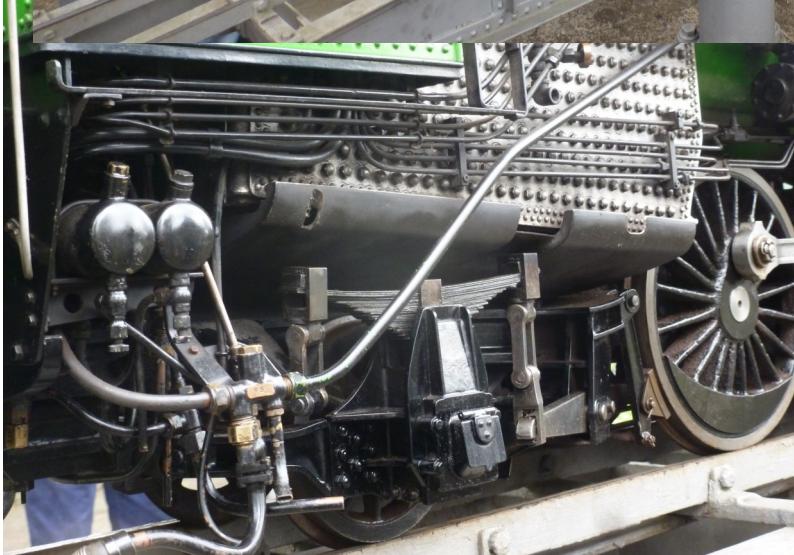
The disrupted parking as a result of the development in West Ryde has not noticeably affected our running days. Our patrons can obviously make the best of the situation! We have a number projects under way, plus others waiting for some of these to finish and start something afresh. The grounds look great and our projects just keep improving it. We have good attendances on Saturdays and running days are also well supported. This is very healthy and shows a great commitment by members. Lets look forward to another successful year.

Thank You.

Warwick Allison 5 June 2012



Plenty of admiring viewers of the Tulloch's showing of the late Ross Styles' 5" gauge Ps4 locomotive. The degree of detail is incredible and not just in quality, but in quantity as well., its almost endless! Features include a working air compressor with electrical control of the steam supply to the compressor. We can't say what all the controls were for! It is also a very large loco for 5 inch gauge.





Above & clockwise: Three views of Aubrey Lofts 5" gauge Porter locomotive.
 Top Left & clockwise: Three more views of his 2½" gauge Pacific.
 Right. Andrew, Peter and Mark investigate a curly point problem in late May.

Annual Inspection of Non-boiler Plant and Equipment - 2012

The annual inspection of the Society's grounds and facilities was conducted on 12 May 2012 pursuant to the requirements of Section 4 of the Australian Association of Live Steamers Code of Practice for the Operation of Miniature Railways, Road Vehicles and Plant - Hazard Identification and Management (Sub-section 4.5: 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.

Fencing matters relating to potential loss of integrity have been identified in a number of areas. In this regard, the works associated with the re-alignment of Betts Street have affected the Southern boundary fence and the entrance gate area. It was understood that the Southern boundary fence was to be renewed as part of the neighbouring development work though this has not occurred to date.

There was the usual listing of dead tree branches requiring attention, but the Society's ability to deal with this risk is remains subject to Council deliberation. It has been recommended that the Society make a submission to Council (paying the appropriate fees if required) to allow long deferred tree maintenance to be effected.

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.

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 on 12 May 2012 and, with two amendments, 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.

Warwick has provided an updated "Review of Hazard Assessment" for the current year, a copy of which has been appended to my report for 2012.

**Mick Murray
Inspecting Engineer**

this train were rather special. John's grandson Joshua had his first visit to the grounds for this running day. In order from the front of the train, grand dad John, great uncle Arthur, grandson Joshua, son-in-law Joe and daughter

Catherine. Now great, great uncle Brian had sold tickets and I am sure JL and JE Hursts was there in spirit, five generations! The second train today on the elevated saw my Z1915 coupled in front of Z2708 driven by Les Bird. We started with two cars and a van and when David T had the B10 in steam we added another car and the B10 ran as attached banker. We had a few compliments from people who appreciated seeing the 19 and 27 running together, keeping to a nice appropriate speed we managed the loading and were very happy to have the assistance of the B10 on the way up the grade. A bit after 3.00pm Garry had the B1 in steam and he replaced the 19 and the 27 and the new combination worked through till close to 4.45pm.

Our canteen helpers, Elizabeth, Diane, Chris, Kim and Margo were well occupied all afternoon, hot drinks were very popular. We were fortunate to have no injuries as we were missing Emily as she was not well herself. The signal box was attended to by Barry M, Mark, David Lee

Neal Bates traction engine poses on the inner main siding during the July running day.



and Simon spent some time there learning how the box is operated. Barry M also made time to supervise the grounds. There were a number of members who shared the guard and station master duties, Neal, Peter W, Warwick, Andrew, Ray, Greg, David L, Graham Tindale, Ian Tomlinson, Martin, Simon and Wayne, I hope I did not miss anyone. On the elevated Paul was station master for the best part of the afternoon as well as filling in as a guard as needed. There was also assistance from Jim M, Nick and myself. During the day Barry Potter commented on the way the grounds are now looking with the new elevated station, the crossing gates and the other improvements we have made over the last couple of years. It was a busy day with crowds that saw 2564 rides being given. Many of the trains throughout the afternoon had more adult passengers than children so the drivers had to work hard. We were about 200 above the July average which was very good considering how cold and cloudy the day was. Thank you for a very good effort from everyone involved.

President's Breakfast, Members Day.

True to form this member's day involved rain. Since we started the members day concept in 2010 we have had



Arthur and John had the 4-8-2 out on the occasion of the Presidents breakfast.

only one such day without the threat of rain. Never the less we enjoyed a great get together. Brian M was at the grounds early and had the fire lit and other preparations were attended to by Barry M with John and Arthur. When Warwick arrived at 8.00am with the food, cooking started straight away. Barry M was chief chef assisted by Brian M. In no time about twenty members were sitting down enjoying a feast of sausages, egg, mushroom, onion, tomato and bacon. All this was complimented with bread or toast, tea or coffee. The initial washing and drying up was looked after by John L and Peter W.

By lunch time there were about thirty members and friends present. Simon, with help from Sue, prepared a lovely selection of cold meats with shaved cheese and salad vegetables with bread rolls. Probably the healthiest meal we have ever enjoyed at the grounds. Thank you Sue and Simon!

Ross steamed the traction engine and spent much of the morning running up and down the grounds. It runs so smoothly and made good use of the paths.

The line up of locomotives and rolling stock was the best we have seen for some time. In the elevated loco Max had his 3½" C38 locomotive and tender chassis on show. Nick had the "Maisie" but did not run as he has found a



Simon and Sue preparing the (healthy) Secretary's lunch!

Editorial.

Many of us were disappointed to discover that Jackson's Foundry at Holroyd / Merrylands had closed. They had made the Bolton iron castings for many years and had been very understanding to those of us who took our patterns along for our own requirements. The grey cast iron they produced was very good quality and they had also cast in SG iron as well. I often wondered how long they would continue as it was very much out of the early part of last century. Their coke fired cupola furnace was replaced by an electric induction furnace some time back and casting was carried out in the early hours before dawn to use the best electricity price. There are many locomotives and wagons on our tracks using the products of that place, times move on.

The hosting of a day for 2½" and 3½" locomotives in early November should be an interesting day seeing what locomotives were common place when the Society was first formed, it will be interesting to see what turns up.

A reminder that the Clarendon Classic conducted by the Sydney Antique Machinery Club is on the 15th-16th of September at Hawkesbury Showground, Clarendon. While the Saturday is our running day it is still a good day on the Sunday.

John Lyons.



Vic Scicluna with the OS Rocket and its new very nice riding car nicely finished to match the loco.

loose wheel that will need attention. Vic brought along the Rocket and gave it a run, the locomotive has a very nice matching riding wagon, bright yellow, it really stands out. Graeme Tindall had his "Maid of Kent" in steam and with Andrew's help got underway for a few laps. I had the Z19 in steam to test the new blower fittings, all worked well and after four or five laps the rain came. After sheltering under the station roof with Graeme and the 4-4-0 for a time we all decided to call it a day. I had intended to bring my rolling stock collection but was very glad that I had not loaded it in the wagon with how the weather turned out.

The ground level depot was a hive of activity. John H steamed the 4-8-2 Mountain and gave it a good run with a set of cars. Arthur had the heritage 2-8-2 there but did not steam it. Arthur has made a new riding truck. It is very well designed, and a combination of self fabricated and commercial components. A very well built wagon and solid as well, an excellent piece of model engineering Arthur. Brian M ran his Sydney steam tram with the Maxitrak Planet and this combination was driven by a number of members till a blown fuse ended the run. D5595 was steamed by Barry and John and went out on the track with a long string of goods vehicles from the

Tulloch, Pascoe and Kirkby collections. Greg Croudace gave his newly acquired Ps4 a run on the ground level. Lionel steamed his D5920 but did not venture out on to the track and Graeme K did not steam 2401.

Lunch was a great treat! Simon, with help from Sue prepared a meal of a selection of cold meats, salad, cheese and bread rolls. This was possibly the healthiest meal we have ever enjoyed at the grounds. A special thanks to Simon and Sue.

There was a little bit of work carried out. David T was seen compiling a list of plants on the grounds as part of his attempt to resolve the tree issue. I fitted some brackets to the elevated station sign so it can now hang on the posts and supporting rails recently erected, the unfinished post caps were put in place to see how they will look. Warwick installed a rerailer but it did not do what was required, design modifications are underway by Martin. With the drizzle after lunch people started packing up and most were on their way home after an early afternoon tea. We had still had a very enjoyable day, the next Members day is on the first Saturday in September, maybe we will be luckier with the weather.

Annual General Meeting

At the Annual General Meeting all current office holders renominated and as there were no further nominations were declared elected. The Financial report and the Chairman's report were read and the meeting was closed about 22 minutes after it started! At the following meeting it was also decided to hold a small gauge invitation day on the first Saturday in November. This means we all have to keep our boiler inspectors busy in giving tickets for those 2½ inch and 3½ inch locos you have hidden away! It should be a great day. Simon is arranging an ad for AME.

Mick Murray was reappointed as Inspecting Engineer and Track Superintendent, and Barry Millner as Train Controller with the note that both Mick and Barry are looking for some relief and these duties may be fulfilled by others on different days. If you are interested in understanding what the Track Super or Train Controller does, please talk to Mick or Barry.

Tony, David and Arthur clean up after the President's breakfast!



Members News.

Ross Bishop has been elected a member of the Society!

Diary.

1 September	Members Day
4 September	Directors Meeting
15 September	Public Running Day
21-23 September	CSMEE Invitation Run
29-30 Sept	MSMEE Exhibition, Monash Uni, Melbourne
29 Sept-1 Oct	Penwood Invitation Run, Berry
2 October	Members Meeting
12-14 October	HME Anniversary Weekend
20 October	Public Running Day
20/21 October	WDLS Birthday Run,
20/21 October	Traction Engine Rally, Inverell
3 November	Small Gauge Day, SLSLS
6 November	Directors Meeting

Duty Roster.

September. J.Hurst, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, M.Tyson, M.Yule, R.Bishop.
October. B.Hurst, A.Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffa, B.Tulloch, J.Tulloch, N.Bates.
November. M.Murray, A.Allison, M.Gibbons, W.Fletcher, G.Kirkby, B.Muston, J.Noller, P.Sayer, I.Tomlinson.
December. W.Allison, N.Amy, S.Collie, G.Buttel, B.Millner, S.Murray, P.Ryan, V.Scicluna, G.Tindale.

Gate Roster.

September: Ian Tomlinson; October: Mike Tyson; November: Peter Wagner;



Mick hard at work doing bogie maintenance.

Congratulations Ross, we hope your time with the Society is long and enjoyable.

At the end of July Steve Border and his wife celebrated the birth of twin boys. Declan Brian Patrick and Hudson Alfred Douglas, Elise and the boys are doing well. In case you are wondering the middle names are from the grand fathers a family tradition on Elise's side of the family. The first names, Hudson was preferred to Baltic (4-6-4) and Declan, derived from decapods (ten coupled) Barry and Elizabeth now have a grandson Benjamin, and he and Susan are fine.

The 13 July was the Society's 64 birthday. To celebrate our 65th birthday a booking has been made for an evening feast at the Ryde Eastwood Leagues Club. This is the second Saturday in July in 2013, so there is plenty of pre-warning indeed! I have seen the menu and this will be a not to be missed event!

Works Report.

The week before the May running day the drain for the elevated exit platform was completed. John L. was at work early fitting the last piece of drain conduit and checking that the fall into the Tonkin drain was correct. With some aluminium foil helping to seal connections the first barrow load of concrete was packed around this last piece of drain. A quick break for morning tea after the second load was followed by three more loads to complete the job. John was assisted by Barry M and Mark G. On the Saturday following the May running day John L made an early start digging the post holes for the elevated station name board. It was anticipated

that there may have been a lot of rubbish in that part of the bank but it turned out to be probably the best lot of top soil on the property and so the holes were dug in no time at all. Barry M mixed a barrow of concrete and by morning tea the posts were set in place. Martin had fabricated the posts and rails, the posts are 80mm sq. stainless steel tube that Martin had left over from a job. There was much discussion as to whether the posts were vertical and the rails horizontal. Jim L even got the societies spirit level out to check against John's. All was well, the fence posts in the background were not vertical or the rails horizontal and the top log in the retaining wall was not horizontal either. On cleaning up around the posts the following week John discovered that had one of the post holes being dug only about 75mm in one direction it would have been straight into a brick just under the surface. By the July running day the posts had been painted and the post caps had been finished and fitted to the posts. John has also attended to raising the drain lid at the elevated station. This now sits at platform level and sports a nice yellow safety edge. At the end of the grounds he has also raised and re-grouted two of the concrete beams to ease out a slight depression at the start of the grade.

Following the July running day the brick edging in the vicinity of the drain channel was put back in place and the following Saturday John L and Vic back filled behind the bricks. There will be a few more improvements to complete before the major re-laying of the arrival platform is attempted.

Peter Wagner has investigated a flood light problem and has installed a new circuit breaker. Peter has also done

Our Elevated Station sign, made by John Lyons, with posts from Martin.





Andrew & Brian doing the last of the plastic resleepering at the bottom of the grounds.

the station area to do, and three sets of points. This will complete the main running lines. There will then be some sidings to do to finish it all off. There is no doubt this work has made the track much more stable and requiring less maintenance. Thanks to Brian Muston who has cut most of the sleepers. After one gardening day we re-sleepered the trailing end of 44 points while in situ. This will reduce the scope of the station re-sleepering when its time arrives. This track work has involved a lot of members and so good progress has been made.

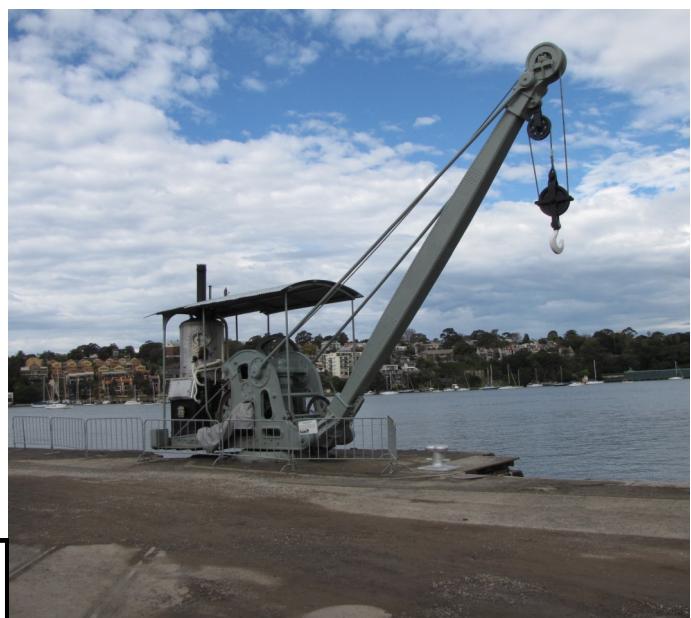
Travis and Neal managed to use the weed spraying car and sprayed the entire track. There were some quite green patches within our ballast and this has had a good effect with the track right of way clear between the green grass edges.

Ian Tomlinson has performed some temperature measurement inside the inner carriage shed. This has proven quite interesting in the search to address the condensation on the carriages. Both carriage sheds have wet ceilings, and it would seem it is the corrugated iron roof formwork that has created drip lines that permits the water to congregate and drip off. The solution however is elusive (at least until summer!)

Peter Dunn and Paul Brotchie have lifted and repaired the inner loop siding point. This point had lost its checkrail and while ago due to rust. The checkrail has been replaced and the underside has now been reinforced welded, treated with rust converter and then some cold gal paint courtesy of Paul Taffa. It has been reinstalled and is a splendid job!

Locomotive and rolling stock news

Ross Bishop had D5148 down and with the use of the compressor, gave the engine a thorough clean and shine. This was an interesting technique indeed. Neal has brought along a Stuart vertical engine he made in his youth, while Andrew had his laser cut Maisie tender parts on show. On the first Saturday in August Andrew had the Maisie chassis and boiler at the grounds to show us. This re-build is



Ground Level Track

Mark Gibbons and Peter Wagner diagnosed an interesting signalling problem. It was discovered that a permanently depressed micro switch in a point motor was the cause. The fix however was much more involved! After removal and modification and then replacement the point wouldn't operate properly. Alignment of the main shaft appeared to be critical and tightening the locknut made it bind.

Steady progress is being made in resleepering and relaying the ground level track. After completion of the inner main bottom curve (where 8 panels were done in one day), the outer main curve has been completed. Work is continuing on the final part of the timber sleepered track on the eastern boundary. We found quite a bit of clay being pumped up between the sleepers. When this is complete we have

The Mort's Dock steam crane is now back together and looks about ready to steam at Cockatoo Island.

going well; Andrew is adding a lot of detail. New Allison acquisitions are two locomotives built by A. W. Lofts. The Pacific is 75 years old, while we believe the Porter to be about 1950. Both are beautiful pieces of workmanship indeed. The locos were taken to the bottom curve for official photographs. The members were able to sit and gaze for quite some time while exploring all the details.

A number of boiler inspections have taken place including Garry Buttel's 36 class, Ray Lees C3112, Warwick's Mona, David's S class and Marks Blowfly boiler subassemblies.

On the July running day we had the Tullochs arrive with a beautiful Ps4 built by the late Ross Style. This is a large locomotive absolutely covered with impeccable



detail and beautiful workmanship. Also on this running day David T had a look at the tender chassis that Barry Potter is making for him. It was to the Z24 class design that suits the SAR S class that David has been restoring. The Saturday after the July running day we had a special occasion when Mick Murray arrived at the grounds with the Wolgan Valley Shay. This locomotive was started by Henry Spencer and completed by Mick. It is a superb piece of model engineering, Mick has turned out the locomotive in a manner that Henry would have been very happy with. A nice touch is the builder's plate acknowledging both builders and the starting and finishing years. After light engine trials post morning tea the Shay was coupled up to six cars and ran on the inner main. With nine passengers the loco managed the load with ease providing the fire was kept up. It had a very healthy bark. We can all look forward to seeing it in traffic on a running day.

Top: The headstock end of the propeller shaft lathe.

Centre: I am sure this lathe was not in this place when I was here in May 2010. It was a shame that it had all those styrene foam chains draped all over it.

Right: One of the high speed steam engines and generator in the power station



Cockatoo Island. John Lyons.

It is Sydney Biennale time again, the great festival of contemporary art held every two years, and it finishes on September 16th. What does that have to do with us? Well, once again Cockatoo Island is one of the venues and most of the place is opened including the power station. While the art is quite strange, and, for that matter, the appearance of some of the patrons, it is a great place to visit. One art installation reminded me of what my lounge room looks like after the grand children have gone home and as I came out of another room I heard a lady say "at least it is colourful!" The volunteer group on the Island have been restoring the Mort's Dock steam crane, built 1891; it is now back together and looks as though it is ready to steam again. The Island booklet claims it to be one of the oldest steam cranes in the country. It is a stationary crane that is located on the Balmain end of the Fitzroy dry dock. The dock was built by convicts for the Royal Navy 1857 to 1857. There are extra food outlets there and the permanent canteen does make very nice coffee. At the western end on the Hunters Hill side of the Island there are BBQ facilities and they are free. It is a fascinating place to wander around especially if the weather is good.





Aubrey Lofts was a member of the Sydney Society of Model Engineers back in the Ashfield days. Below is his freelance Pacific finished in 1936. This is 2½ inch gauge and 9/16" scale with an all silver soldered copper boiler, combustion chamber and absolutely typical of modern contemporary motive power at the time. Above is his 5 inch gauge Porter locomotive finished around 1950. There is plenty of high quality detail including a rocking grate, proper latches on the doors and steam bell ringer!

They are both beautiful machines.



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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.