

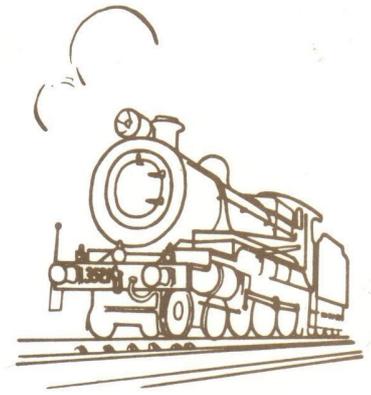
Sydney Live Steam Locomotive Society

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

'Newsletter'

Volume 41. No. 3.

August 2013



Our 65th Anniversary!



On the occasion of our 65th anniversary members who had contributed extensively over the life of the Society were recognised. Here we see Brian Hurst (65 years) Jim Lishman (37 years), John Lyons (39 years), Barry Tulloch (50 years) with President Warwick Allison. Absent are Allan Mackellar (65 years) and Ray Lee (48 years). Photo by Mark Gibbons.

65th Birthday Anniversary Dinner

About 40 members and friends enjoyed the sumptuous banquet at the Ryde Eastwood Leagues club on Saturday 13th. July. It was a great night made greater by the sight of the Hursts, John and Chris, in steam punk gear. Pres-

entation of awards were made to Brian H, Jim L, Barry T and John L for long time service to the Society, awards also for Alan Mac and Ray L who were not present. During the evening we were entertained by the viewing of snippets of our past on the big screen, some rather his-



toric images. Brian H did the honours of cutting the birthday cake. Brian wished the Society many future anniversaries. A member's birthday present was given out too! The last of these will be out with this Newsletter. A big thank you to John H for the work he did organising this event it was thoroughly enjoyed by all present. Steam Punk. Enter the term into your favourite search engine and be enlightened!

May Running Day.

After the disappointment of the washed out April Running Day we were hoping for a good day. We were lucky to have a very nice autumn day. It was windy early but with wind dropping about lunch time the day was very pleasant, warm in the sun but still a bit cool in the shade. There were a very good team helping with the setting up, included were, Vic, John and Arthur H, Barry M, Mick, Mark, Graeme K, Graham T and myself. Graeme K worked very hard blowing all the leaves from the ground level track, as it was the end of autumn there were certainly lots of leaves. Later in the morning Joe and Luca helped Warwick put out the signals and the signs. Graham T showed a couple of members of the Hornby Collectors Club around the grounds to see our facilities in preparation for the event they will hold here at the end of October. John H had prepared a new sign to try and make it clear to our visitors what was acceptable in the way of footwear and what was not! With samples of different styles of footwear and flashing lights it was erected in a very prominent place at the Anthony Road end of our foot bridge. It would be very hard for anyone to miss the message. There was an added event today with documentary maker Sasha and his team filming many aspects of our operations. John H had spent a considerable time with Sasha during the week. I have not seen so much high quality camera equipment in one place since visits to some of Sydney's better camera shops in years past. As things were being set up filming was underway and many members were filmed and interviewed as the locomotives were prepared for running. On the elevated we had a now regular combination of John and Arthur with 2-8-0 "Nigel Gresley" and the heritage 2-8-2 Mikado. They ran a six car train and seemed to manage very slick unloading and loading all the afternoon. Wayne Fletcher was guard for much of the afternoon. A second train was run by Garry B with 4-6-0 B1 "Impala" as train engine and Ross B as pilot with standard goods D5148 2-8-0. They ran a five car train and Nick Kane was guard for the run. Paul T gave 0-4-0 Hunslet a run with two cars. I acted as station master for a short time before departing for a fam-



Left: President Warwick addresses the party goers, while Above: best dressed at the dinner were Chris and John Hurst in their steam punk gear. Above Right: Brian Hurst cuts the cake! Photos Mark Gibbons and Warwick Allison.

ily function. Simon ran the station for the rest of the afternoon with lots of help from Joe and Luca. On the ground level Warwick hauled the Pullman set with 2-8-2 WAGR V1224 on the inner. David Thomas took over the regulator during the afternoon giving Warwick a break. Steve Border was guard for the duration of the run. Ray Lee steamed C3803 to run the green car set as the second inner train. Most unusually the locomotive had some trouble with slipping and eventually had trouble going anywhere. John T coupled up with Z2904 2-8-0 but this did not help matters. The train was taken off and the trouble was traced to the reversing gear on the 38 not going into full forward position. Once this was remedied the train ran well for the rest of the afternoon with Martin riding as guard.



Above: The new all flashing and colourful shoe sign,
Left: the film crew show some interest in the signal box workings.



On the outer main the freshly upgraded blue cars now with cushioned seats was well handled by Mick with the Wolgan Valley Shay running efficiently all the afternoon. Guard on this train was Graham Tyndale. The second outer train was run with Lionel's TGR R class 4-6-2. The driving and guard duty was alternated by Lionel and Max. Ian T acted as station master on the outer while Peter W was SM on the inner. Neal Bates was gate keeper with early assistance from Ross Bishop. Chris Hurst later assisted Neal when the queue started to stretched out to Anthony Rd. Brian H was kept very busy selling tickets. We gave 3022 rides, it was certainly a very busy day. The signal box was staffed by Barry M and David L.

Our canteen was looked after by Diane, Liz, Joy, Margo, Kim and Chris. Emily was there to look after the first aid matters but fortunately her skills were not needed.

June Running Day.

We were very fortunate to manage a running day for this month. There had been rain during the week and more was forecast to fol-



Ross Bishop with 5148 and Garry Buttell and Impala join forces on the elevated in May.

low the weekend. The day started out relatively fine but then clouded over and was rather gloomy. Not being very far off the shortest day of the year the sun was very low in the sky when it did manage to sneak through the gaps in the clouds. With the breeze there was certainly a chill in the air and when it got late our crowd left very quickly. There had been some activity at the grounds the day before with Jim L soldering the leak in the urn. Arthur fitted some new padded seats to the green set of ground level cars and Warwick fitted some new signage to the elevated station.

Setting up early was done by Arthur, John H, Vic, Bernie and Barry M. This work is taken for granted by many of us and unless involved we do not appreciate what goes into the preparations of our grounds for a running day. On the ground level track we had a good roll up of motive power today. On the inner we had Mick and the Shay which hauled the Pullman set with Martin as guard. The Shay just whirrs and handles its load with ease. From the vantage position on the elevated track running beside the Shay the crankshaft and crossheads are just a blur as it makes its way on the track. The second inner train was hauled by Ross Bishop with the Fowler "Toneya" with Graham T as guard, with the as usual reliable performance all afternoon. Station Master was Ian T. Mid afternoon Mick returned to loco and Warwick's V1224 took over. David Thomas did most of the driving



Mick whirrs downhill with the Shay and a full load on the June running day.

Wagner sold tickets, Mark Gibbons and Steve Border worked the signal box with Barry M as well. Train Controller was Barry Millner and Track Super today was David Lee. Mark and Warwick found a broken lug on a relay base preventing Nos 1 & 7 signals from automatically returning to stop as the train went past. As this needed a relay base change it was decided to leave this until next week. Shut down started from

while Warwick spent the time taking some photos. On the outer main we had Ray Lee and C3803 on the blue set. Ray had some trouble with the cars recently bogie exchanged, so one car was removed and some careful loading on the others seemed to address the issue. Something to investigate in the future. Ray's guard was Greg Croudace. The other outer main train was visiting Craig Hill and black C3805. Craig double headed with John Tulloch and the J Z2904 and gave a good performance all afternoon. Guard on this train was Bernie while Stationmaster was Tony Eyre. Mid afternoon Ray came off and Mountaineer was rostered on being driven by visitor Kevin Taig and later Barry Tulloch. They didn't seem to have any blue set troubles, so perhaps things were loosening up. Certainly the brakes were good! On the elevated track John H ran 2-8-0 "Nigel Gresley" led Arthur H and the heritage mikado 2-8-2, on a long seven car train plus Brian H as guard. This Hurst train ran well all afternoon. I ran 0-6-0 Z1915 and one car for a short time and then relieved Brian as guard for a while late in the afternoon. When I came off Paul Taffa had 0-4-0 Hunslet in steam and ran for the rest of the afternoon. Neal Bates was stationmaster with a couple of other helpers on a couple of occasions. Garry Buttell had Impala on display in loco as he was on the gate dealing with the incoming patrons. He was assisted early by Allan Mac. In the kiosk we had Liz, Di, Joy, Margo and Kim doing a great job. The crowds built up fairly quickly and after the first couple of trains they were full all afternoon. Peter

4.30pm as light was falling quickly and the patrons all left fairly much at the same time. One minute there were train queues, and, then there were none! The train ride tickets sold totalled 2863 which was 200 above the average for June. This was a very good result and well done to every one who contributed to the success of the day.

July Running Day

Despite the weather forecast during the week we were again very lucky to have a successful mid winter running day. As the week progressed the forecast seemed to ease a bit and when Saturday arrived the predicted change only resulted in a very slight shower then it cleared for the afternoon. The temperature was very good but the chill began as soon as the sun neared the horizon. We were joined for the day by Barry Potter and friends from Orange. Barry had his D55 class while Greg and Les Bird brought along the C32 and Roger Kershaw as relief driver. That saw our locomotive roster so full that the heritage Mikado and Z1915 spent the afternoon in their respective vehicles of transportation.

There were a few party groups setting up early with lots of items to make almost a home away from home. Their abundance of party food can have its benefits for our members. Late in the afternoon Martin was sighted riding guard on one of the inner ground level trains with an almost full box of iced cup cakes. Some of us on the elevated were rather envious. When asked about this Martin replied that someone simply offered the treat, talk about being in the right place at the right time!

A feature of this running day was double headed "Blowflies" on the elevated. Bernie was pilot locomotive with Brian K and his locomotive as train engine. This locomotive, built by Brian Rawlinson, is being slowly Kilgourised now fitted with a mechanical lubricator and more modifications to come. I wonder how Barry Potter felt seeing two of the locomotives he designed running very reliably on a five car train! John H and Garry took a six car train. "Nigel Gresley" 2-8-0 was train engine and 4-6-0 "Impala" B1 was pilot. They ran well

Craig Hill and 3805 leads John Tulloch and 2904 on a June outer main train.





Above: Steve Border and Mark Gibbons control the June operations in the signal box, while Right: Three trains cross, The Hursts on the elevated, Kevin Taig driving Mountaineer on the outer and David Thomas on V1224 on the inner. How many passengers are in this picture?



all afternoon with Joe riding as guard. Paul Taffa and the 0-4-0 Hunslet performed well with one car. There were some changes during the afternoon. Bernie and Brian were to come off just after 3.00pm and Ross carrying on with his D50 class, 5148, and a reduced loading. Bernie and Brian took the empty cars to the carriage shed siding, stowed them then proceeded to loco. Nick re-marshalled the cars into a set of three with guards van. Ross ran light engine from elevated loco to the carriage siding, picked up his cars and ran till the end of the afternoon. John H came off with the 2-8-0 and Garry continued with a three car train. We had some very large loads through the afternoon. Luca was station master all afternoon with some assistance from Nick, I rode as guard for the double Blowflies and then for Ross. Jim and Dom Mulholland gave their 0-6-0 GWR pannier tank, "Pansy" a run light engine. In the elevated depot was Ross B's Fowler chassis, Ross is fitting balanced valves.

Lionel talks to local Federal member John Alexander while Max Gay raises steam in the R on the July running day.



The first train out on the outer main was hauled by the Central West crew with Barry P's D 5507 as train engine and Greg B and C32. The driving alternated between Barry, Greg, Les and Roger through the afternoon. The second train on this track was run by Mick with the Shay. Mick's train had some difficulties, so it performed some tests in the siding where all appeared OK. However back on the track it was a very hard pull. Mick came off and Mountaineer with Barry T, fresh from a boiler test took his place. Similar difficulties were had, but after further investigation lighter loadings on some carriages permitted the train to operate. The problem appears to be binding brakes on our new bogies, so some adjustments are needed. Barry was assisted by Martin, Peter D and visitor, Kevin Taig from Victoria.

On the inner we had Andrew and 2-8-2 V1224. The V has some leaking injector clacks but Andrew struggled on and ran the service solely on the pumps. This was a life saver as there were some problems with the second inner train. the second inner train was run with Ray Lee with the 4-6-0 VR A2 and Graeme Kirkby with Pacific 2401. Ray had some trouble with the bogie on the curves, so after a number of difficulties came off and went to loco to do some tests. Graeme did a couple of trips alone, but then Lionel and Max with TGR 4-6-2 R came along and double headed with Graeme until late in the day, where again, Graeme and 2401 took the train alone. The R was driven alternatively by Lionel and Max. This green carriage set also had some difficulties with the brakes, but not so bad as the blue set. Ray had to back along the inner main against the traffic and this manoeuvre was done very efficiently under the direction of Track Superintendent Neal Bates and Train Controller Barry Millner. In the ground level loco we saw Warwick's Z13 tank engine which is nearing completion, a very neat little locomotive.

In the kiosk we had Liz, Di, Margo, Joy and Lee, and they had a very busy day indeed. We had a spill with 2 attended to by Arthur (Emily is still mending a broken



Les Bird on the 32 leads Barry Potter on the 55 passing Barry Tulloch with Mountaineer in the outer platform on the July running day.

ment Rooms! A couple of engines were also out early and getting ready for running, including Simon's Simplex and Brian Muston's steam tram and Planet.

Brian M and Arthur got the cooking underway, and they did a great job indeed. Sausages, bacon, onions, eggs and tomatoes with bread rolls, yum! About 15 members partook of the breakfast, while others turned up later for a run and talk! After breakfast Arthur made sure things were cleared up and washed up with the help of John L and Peter W and put away. Lovely! The club's new coffee maker was in use with members learning how to use it.

foot), a timely warning not to bend over and pick up a lost hat! Brian H sold tickets and Liz helped as well! We had a visit from John Alexander MP, member for the federal seat of Bennelong with two of his helpers. Simon was on the gate and gave these special visitors a brief history of the society and Warwick escorted him through the grounds to exit at the Park Ave gate. Gai McCoy gave Simon some assistance with the incoming crowd.

Setting up at the start on the day was carried out by Vic, Barry M, John and Arthur H, and myself. Barry M ran the signal box on his own till Warwick joined him after the special visitor left. Neal B was track superintendent for the first time today and did a very good job. Others who assisted were Rob Murphy, David T, Ian T, Paul B, Tony E, Peter D, Graham T and Martin. Overall we did 2782 rides which was very good considering the loco and train difficulties we had. Neal had his baptism of fire as Track Super and did a super job!

Presidents Breakfast

It was a cloudy day but the temperature was right and the predicted rain was not due until late afternoon.

Arthur and Brian were at the grounds early and helped set things up. Arthur had set up the tables complete with plates and cutlery, it looked like the Railway Refresh-

ment Rooms! A couple of engines were also out early and getting ready for running, including Simon's Simplex and Brian Muston's steam tram and Planet. Brian M and Arthur got the cooking underway, and they did a great job indeed. Sausages, bacon, onions, eggs and tomatoes with bread rolls, yum! About 15 members partook of the breakfast, while others turned up later for a run and talk! After breakfast Arthur made sure things were cleared up and washed up with the help of John L and Peter W and put away. Lovely! The club's new coffee maker was in use with members learning how to use it. Out on the ground level track we had Simon with Simplex, Brian M with the Planet and Sydney Steam Tram, Ross Bishop with 5148, complete with a blood red buffer beam and new Detroit lubricator, and Graeme Kirkby with D5035 and train. We also had Zac with his battery loco chassis performing quite nicely. On the elevated we had John Lyons and Z1915 with goods train, Graham Tindale and the Maid, Ray Lee and C3112 and Nick with the Maisie, who was well pleased with its performance. Wayne Fletcher had the 34 class on display, an historic loco and being reassembled following a new boiler. Max had the fine workmanship on his 38 class tender on display. The workmanship is superb. Quite a few drivers were seen to be alternating among the locos.

Peter W and John T went for the lunches, thanks John, it's hard to train people for this role!

As well some work was done! Simon vacuumed the clubhouse while John L and Warwick backfilled the brick retaining wall laid last week. Warwick compacted the fill over the water pipe that Neal installed last week, and also attended to the base of the new finger post with some backfilling. Warwick also installed some weed mat spikes to keep the mat under the ballast at the ground level station. Brian H finished off the painting of the finger posts fingers, and by going home time these were dry enough to fit them! Lionel filled some coal bins. Thanks to Gai who gave a final clean to things in the kitchen before we all left. Editor's Note. True to form as I was heading home about 2.00pm light rain started and I had to un-pack the wagon in the rain, at least the main part of the day was OK.



Works Reports

Elevated Station.

With the major work completed there is still some finishing off to be completed. In preparation for the May running day Peter W at-

Bernie and Brian with an (almost) swarm of Blowflies in July.

Duty Roster.

September M.Murray, A.Allison, M.Gibbons, W.Fletcher, G.Kirkby, B.Muston, J.Noller, P.Sayers, I.Tomlinson.
 October Warwick Allison. Neville Amy. Simon Collier. Garry Buttell. Barry Millner. Scott Murray. Vic Scicluna. Graham Tindale
 November David Thomas. Bernard Courtenay, Greg Croudace. Stuart Larkin. Lionel Pascoe. Shaun Sorensen. David Lee. Neal Bates. Rob Murphy.

Gate Roster.

September. Tony Eyre. October. Wayne Fletcher. November. Max Gay. December. Mark Gibbons

tached the “way out” signs to the pickets. This involved some tricky work as it was necessary to ensure that the attaching screws did not go right through the pickets. John L started cleaning the bricks that made up the edging between the station platform and the elevated loco grass. On the Saturday before the May running day a good number of these bricks were put back in place. By the end of July all the brick edging was completed and some rendering applied to tidy up some irregular surfaces. The step from the station area to the locomotive depot was formed from some suitable bricks and the edge of the step was given its yellow safety paint on the first Saturday in August. John L has now started on tidying up around the elevated station sign. A length of 2.4 m has been set up with a border of treated pine and has been primed in preparation for a final coat of paint. All the weeds have been removed and the intention is to put down weed mat and fill the area with white pebbles. Following that the sections on either side will be cleaned up and planted with something attractive. Neal has worked on the new elevated station watering facilities. He was helped by Ray L and Warwick. The ground was soft due to recent rain and it made digging easy. When the trench had been dug the pipe cut and the branch brazed in, safety conscious Neal erected a suitable warning sign during the work "Danger - Deep Excavation"! After lunch Neal installed the branch pipe across both elevated tracks. We put some concrete under the valve so that the conduit for the isolating valve handle had something to sit on without stressing the pipe. Backfilling the hole resulted in a lot of dirt that wouldn't fit! We know it will go in eventually so we have piled it on. Neal also installed a cast iron cover over the valve for this pipe. A great job it is too, with 3 taps, copper pipe and all very flash. John L arranged some hoses and tested the water arrangements. New trigger type guns have been modified by Warwick to hopefully suit the new arrangements. A couple of more taps are on the agenda too.

Ground Level Railway

The new Sandberg bogies have now been fitted to the blue and

green sets. This resulted unexpectedly in the above bolster bogie brake beams fouling the long bar couplings. Mick arranged for new bars to be installed between the forked coupler points on the car ends to resolve this issue. A couple of difficulties after the June running day and investigation by Mick was eagle eyed and discovered a coupler pocket that was sitting on the brake beam. This was whittled back by the angle grinder by Warwick and hopefully all is now well. All the above was done during showers! One car had the bracing bars preventing the bogie from turning. In following weeks Ray and Arthur adjusted 4 carriages to provide more clearance. Some more troubles on the July running day was traced by Warwick and fixed, and Simon has tested the blue set now all OK. As well, Arthur delivered some more cushy green seats. All green and blue cars now have new soft tops! Many thanks Arthur, they are an excellent job! Ray L has touched up the coat of 30 year old blue paint for the blue cars, now they have cushy tops. On the last Saturday in July Simon ran his Simplex with the Blue car set. He, Warwick and Peter W. on the previous Wednesday were able to fix the brake problem with that set and Simon gave the brakes quite a test today. It is quite com-

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If you didn't come to the President's breakfast, this is what you missed!



William Allan Richards 10th June 1926 to 7th May 2013



William (Bill) Richards was born in Dubbo, his family moving to West Ryde in 1928. He had a tough childhood and an indifferent father. Bill married Gwenneth (Betty) Watts in February 1952, living for a short time in Rydalmere and then moving back to the West Ryde family home. Bill worked for Rider and Bell at Rhodes during the first half of 1942, then the Defiant Tool Company at Newtown. He completed his apprenticeship there in July 1947 and then worked for CSR at Rhodes. Bill's employment with the NSW Railways started around 1953 at Chullora in The Large Locomotive Erecting Shop. He became an expert with many machines there and retired about 1990. Bill's Globite bag was one of his trademarks on his way to/from work in the 60's and packets of chips and the like were not far away. He had an unusually keen interest in the correct use of English and would put those who had strayed from the ideal, back on track.



His love of steam and mechanical engineering dominated his life and his interest in the steam locomotive appears to have been lifelong. Bill's workshop at home was built to further the hobby in model form, it was more his home than his house ever was and is quite unique. Although he never completed a locomotive, he helped many others do just that and overhauled several examples. Most of the members have benefited from Bill's expertise and assistance, he also subtly egged us on to better standards of construction. The degree of precision to which Bill could work was amazing earning him the nickname "Thou-Splitter". It is easy to come across people who will criticise in life but if Bill came across something below par, his solution was more than just words - he could actually do something practical and precise about it. He was adamant about doing the job right. His "Wait a minute, wait a minute" expression was a call to prevent some over exuberant energy being expended incorrectly. He would never shrink from a question and usually had lot more to offer than he ever asked in return.



Bill joined SLSLS in 1961 and he was the first member not required to own a locomotive to be admitted to full membership. A special motion had been passed only requiring prospective members to be working on a loco to join. Bill was then meticulously working on a 5" gauge 57 class, which unfortunately never materialised from his workshop. Bill's contribution to SLSLS was significant, playing a large part in the Society's infrastructure consolidation from the early 1960's, especially the earthworks for the then new 900' 5" ground level railway. He then expanded the ground level railway to its current double track formation including the stations with fencing and crowd control arrangements unseen at the time at other clubs. The track was jig built in precise sections and the point work is the best in the hobby. The track was laid with engineering precision especially to ensure the same radius applied through the fish-plated joints. This was done by careful calculation of offsets and chords and measurement on site to ensure compliance. The Society's current impressive ground level railway operations come largely through Bill's vision and contribution to track construction, and the building of the signal box, loco depot and carriage shed were all part of it. Because of Bill's attention to detail and precision, our facilities are second to none. There have been copies but his standard has never been surpassed. We would not have what we have today without his unfailing inspiration, support, work, and leadership in the ground level railway's progress, from its inception, to its present day condition. And it has brought much pleasure to many people.



He oversaw the period where the clubhouse was finally approved and built. He instituted the building of miniature engines to 1-1/8" to the foot

scale, and was instrumental in the wheel standards which he developed for 5 inch gauge and are now used throughout Australia. He also assisted other clubs especially in their early days. He regularly visited them and in fact instituted the regular interclub visits amongst the Sydney area clubs. He was the Society's second President, from 1973 to 1982, and later was a Director from 1989 to 1996.

He loved good music, especially from the Piano and Theatre Organ. Bill played a large part in the restoration and re-location of the Wurlitzer Theatre Organ from The Prince Edward Theatre in the City to The Marrickville Town Hall in the 1970's. He'd also go to recitals at The Orion Centre in Campsie where the Wurlitzer organ from The Capitol Theatre had been re-located as well as theatre organ recitals in Melbourne and Adelaide. Bill had been friends with Arthur Birch and Ted Herbert for some time by the 1970's when Arthur began building the 12" gauge track at Warnervale. Bill was quite taken with the larger scale modelling there and became a regular visitor where he also met Len Gaut. By the time of Bill's retirement, Len's loco 'Eudlo' was in need of a major rebuild and Bill offered to take the job on - it was a labour of love that lasted 18 years. The locomotive was not like new when Bill finished his work, it was better. Bill would visit the railway there, by wheelchair taxi in latter years and derive great satisfaction at the performance of the engine. He developed a great friendship with Len and Bill's life had been changed by the project. To quote Len regarding Eudlo... "a magnificent example of the machinists skill coupled with an eye for symmetry and detail. A fitting reminder of a humble, honest, decent man."

Due to complications resulting from diabetes, Bill was mainly confined to bed in latter years. This led to needing a wheel chair and eventually also amputation of one foot. He accepted all that in a way very, very few people would. Most people in his situation would have thrown in the towel years ago. He'd say things like "Well that's the way it is." and "It's better than the alternative mate." Somehow, he could separate emotion from practicality - a very difficult thing to do... He was so glad to have visitors at the Nursing Home and would always greet you with a big smile. He still loved food and had an eye for the ladies too. Bill took a very practical view of engineering and steam, above any nostalgia. When someone would say "They don't make them like that anymore" he'd say "Thank Christ for that!" Bill didn't suffer fools and he could sum up a person in 0 seconds flat. Although he had very strong opinions about things - almost to the point of being dogmatic - Bill would listen to alternate ideas. I told him that the way he went about things was extremely accurate and somewhat special. He said "Well that's my trade mate"... I would think that this would be a very different World if everyone had the same attitude to their work that Bill did.

Bill mellowed a bit over the years too and would more easily accept other ways of doing things, this was especially true after going into the Nursing Home. Originally not wanting a fuss to be made after his death, he even changed his mind about that and wanted a funeral service. That he decided only 6 months before his passing but as a result, his friends were able to say goodbye to him properly at the Service. Bill Richards was really unique, you won't meet many people like Bill. He was part of an era in steam and engineering that Australia will never see again. He will be remembered for his massive contribution to the live steam movement. Unfortunately, the times we have with such masters are always too short. Bill gave us great direction and traditions we still enjoy, we have lost a good friend and an outstanding contributor to our hobby. He was an amazing man, a very special man but also a very humble, ever-friendly, helpful and generous mentor.

Bill will live on in our memories, our hearts, photos and videos for a long time yet... It was a privilege to have known him.

We have lost an Icon...

Compiled by Mark Gibbons from Eulogies written by Warwick Allison, Peter Dunn, Len Gaut, Mark Gibbons and Barry Tulloch.



Annual Inspection of Non-boiler Plant and Equipment - 2013

The annual inspection of the Society's grounds and facilities was conducted on 11 May 2013 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 lesser number of areas this year, though some items from the 2012 inspection remain un-addressed. It is pleasing to note, however, that the works associated with the re-alignment of Betts Street have resulted in the replacement of the Southern boundary fence and the entrance gate.

There was the usual listing of dead tree branches requiring attention, and it was noted that professional tree lopping had occurred during the year, effecting a reduction in the overall hazard.

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 was conducted by Warwick Allison and myself on 11 May 2013 and, with one amendment, 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 response to an incident related to an uncontrolled locomotive movement, it is noted that the SLSLS Board has made an amendment to the General Appendix addressing the need for locomotive movements to be manned, as far as is possible, within specified areas of the railway.

Warwick has provided an updated "Review of Hazard Assessment" for the current year, a copy of which has been appended to my report for 2013.

Mick Murray
Inspecting Engineer

The President's Report for 2012/2013 has been held over to the next newsletter.

mendable that his Simplex was able to haul the 6 cars with little slipping and a few passengers were added at one stage too! The cars alone weigh 45kg each, so that's 270kg + riding truck + passengers being hauled by a 60kg loco - not bad! Yes - you could hear it bark!!

The weedkiller train has covered all ground level lines in a break in the weather. The wet weather had prompted some green shoots amongst the ballast.

Brian M measured up and cut new sleepers for the outer

main siding. Brian M started on the outer main siding, drilling out the holes and preparing some more sleepers. With Joe and Luca's help after lunch they had the track all re-sleepered, and about half the formation dug out and prepared. The following week Brian M, Lionel, David and Warwick attended to cleaning out the outer main siding formation and laying all that was left of our fabric underlay (we had just enough). The track was re-laid and ballasted, removing some more timber sleepers to the BBQ!

Mark removed the signal box point's heater power supply which was blowing the RCD. It was full of cockroaches! However the fault appeared to be a leak between the primary and secondary windings, so Peter W arranged the emergency supply to feed the heaters while a search is made for a replacement transformer. Have a good look at the case. It's 3/16 plate with a similar cover. Nyloc nuts hold the transformer in place. Milled square bar accommodate the mesh ends. A Bill Richards special! Some weeks later Mark Gibbons did maintenance on all the point machines. This follows some time without the internal heaters functioning due to power supply failure. The backup supply has been pressed into service to temporarily solve this issue. Peter and Mark have also repaired the broken relay lug that prevented 1 and 7 going back to stop.



Neal and Ray backfilling the new elevated water service.

Ballast pit

Neal and Warwick did some digging in the ballast pit. This culminated in the reo being installed. Neal drilled some holes for pegs around the edges and it was now all ready for a concrete pour. Well the expected concrete for the ballast pit didn't happen with the supplier declining quite late in the piece to deliver on the Saturday of the QB weekend (there were plenty of other trucks delivering that Saturday). This left the concrete crew free to help the gardening crew! Thanks to Peter W who came down especially in an otherwise tightly scheduled day! Well when the concrete did come it attracted the wet weather again! There was a good crew on hand to do the job. Out west the weather was glorious. Even at the grounds it was blue skies and sunshine. But over in the east was a very ominous grey thick grey sky. The mini truck was 30 minutes late but the concrete was down quickly and as usual, the rain started as we were floating it off. However some swift work with the ladder and some tin and a tarp we had it done and covered and off to the clubhouse for morning tea.

The next week Arthur arrived at 8am to find the ballast ordered by Jim L had just arrived. So we now have a nice new load of ballast to grace our newly concreted pit! John and Arthur also managed to unload a bag of char during the week and put it into its proper position. This of course is no mean feat with 2 mere mortals, which I suppose proves they aren't! We spent some time getting the top area back in order and things were re-stacked and tidied.

Grounds

Jim Leishman has done some tap repairs as well as repainting all the yellow safety lines. He has also fixed a leak in the heritage urn and attended to the solar light on the clubhouse porch which had failed. Brian H gave the final finger post itself a coat of green paint as well as getting on with the fingers. With the assistance of Neal and Arthur and Mick we inserted the post into the base and concreted it in. Warwick put a small cement plinth around its base using some cement mixed by John Lyons. The mulcher has had a wheel replacement and as Barry M finds this machine very attractive, with the help of John L, Joe and Luca, and Warwick we fed it branches until lunch time when Barry M had to depart. This has



Pouring concrete for the ballast pit. The opportunity was taken to upgrade this facility before a new load of ballast was obtained. This will keep the ballast cleaner and the new ramp lets the truck back in further.

cleaned up the hill somewhat of branches and we also took the opportunity to remove some other low hanging branches to above head height. David also arranged for Joe and Luca to shift some spiky plants near the entrance bridge into a better formation. They do look much better and won't present as much as an obstruction and temptation to trains and passengers.

There was a length of white picket fence left over from the elevated station up-grade. Before the May running day this spare piece was used to extend the picket fence on the ground level loco depot side of the grounds. This was done in conjunction with the location of the third finger post. Warwick and Neal did the excavation.

Loco News

David Thomas did some testing on his S class boiler, to make sure some of the newly fitted fittings are OK. Ross Bishop has been discussing plans for a new boiler for Toneya and had some boiler design plans to show and talk over with Boiler Inspector Thomas, as he intends to replace the steel Briggs boiler in his Fowler loco with a copper one. Simon has also been found at the drawing board (dining table) also designing a large narrow gauge boiler. Barry & John Tulloch have had Mountaineer's boiler assessed by inspector David. Simon had done some repair work on Nick's Maisie boiler. During the af-

Editorial.

In the Editorial of the November Newsletter of 2010 I suggested that the soon to be opened Rail Heritage Centre, now called Train Works, might finish up under the umbrella of the Power House Museum. I got that one wrong. The report into the future of rail heritage in NSW discounted that option in their findings. The report has many positive aspects so it will be very interesting to follow the future of our rail heritage in time to come. I also spoke of the anticipated return to service of C3801, as we know the new boiler arrived, had serious problems was returned to Germany and we now await its return. Better luck this time!

With all the work we are doing around the grounds, especially the elevated station area, it is very gratifying to hear the comments made by members and our visitors as to how good the grounds are looking. Some of our visitors have not visited the grounds for many years and really notice the difference. It makes all the hard work worthwhile.

John Lyons.



Lionel Pascoe and Brian Muston laying out the membrane for the outer main siding upgrade.

ternoon they refitted the boiler to the chassis but there is still some work to do. Garry Buttel brought along the 3½ inch 3675 for a test run. This seemed OK. He also brought along an Iron Duke chassis and there was a discussion on boiler construction. Warwick had his newly assembled 13 class at the grounds on the July running day. Ian T is now the happy owner of the “Maid of Kent” previously with Graham T. Steve Border reports that his VR K class is making steady progress. John L showed off the set of flanged boiler plates for his 5” Z25 class.

Annual General Meeting

At the June 4th AGM all current Directors were reappointed to their current positions. For the record these are:

President: Warwick Allison; Vice President: Mick Murray; Secretary: Simon Collier; Treasurer: John Hurst
Directors: Barry Tulloch, David Thomas and Mark Gibbons.

It was also agreed to install some new cupboards along the western wall. A drawing has been prepared along the lines of the existing cupboards, a strong top for the display of models, and 8 doors. Martin is arranging a quote

Mick leading the Operations Workshop on 27 July.



for the work. Input was requested for the AALS strategic business plan i.e. what should the AALS do for us or the hobby?

Members News

In the Queen’s Birthday Honours List Margo Wagner was awarded an OAM “For Services to Farming Communities”. Back in 1994 when Australians were being asked to support overseas countries, three local girls believed that charity begins at home, and set about to help those struggling in our own farming communities. Their charity, Friends of Farming Families, was started by Margo and two friends, when the drought in NSW was very bad. They collected second hand clothing and other household goods to be sold in an Op Shop in Tambar Springs for nominal amounts, with the money raised going back into the community. With the help of many people, they expanded to assist Nundle, Binnaway and Pilliga, and all four outlets became registered charities, as was the FFF. Unfortunately, charity transport subsidies were removed by the new state government, and, there was no point in raising money, just to waste it on freight of around \$4000 for each shipment. As a consequence, the charity folded in 2012, along with several of the Op Shops. Congratulations Margo.

At a recent Directors meeting we welcomed the membership applications of Zac Lee and Joe Abate. Joe is a regular now with Luca, so make them all feel welcome!

There was a 'scattering of ashes' ceremony for Bill Richards conducted on the last Saturday in July at mid-day. Approximately 25 people attended with Brian K speaking and scattering Bill's ashes in Simon's garden. Simon had pruned the roses there on Wednesday too and the location was thought to be most appropriate for many reasons... A barbecue lunch followed and especial thanks to Brian M, John H, Elizabeth T and Vic for their assistance with it.

Mick's Operational Workshop was held on the last Saturday in July. There were about 15 of us there and although it concluded at 4pm, it could have easily gone longer! It was very successful with much discussion and exchange of ideas.

On a sad note we had the passing away of Brian H’s wife Pam. Brian, our sympathies to you and your family from the SLSLS.

Diary.

September 3 rd	Directors meeting.
September 7 th	Member’s Day.
September 21 st	September running day.
October 1 st	Members meeting.
October 11-13	HMR Birthday Run
October 19 th	October running day.
October 26 th	Hornby Collectors Day.
November 2 nd / 3 rd .	Small gauge week end.
November 5 th	Directors meeting.
November 16 th	November running day and next Newsletter.
December 3	Members Meeting
December 7	Members Day and Christmas Party (evening)

A SAMPLE OF NZ STEAM IN 2013

Mainline Steam Heritage Trust, Auckland

Mainline Steam Heritage Trust occupies an original engine shed at Parnell. Parnell is an old suburb of Auckland with beautiful old style timber houses and is located at the north western side of the main CBD. The corrugated iron engine shed and depot lies in a gully between the residential area and the large Domain parkland immediately to the south. As Auckland is very hilly, a railway line takes advantage of the flat grade along the gully and provides access to the depot.

Mainline Steam houses and maintains most of the remnant steam locos at Parnell where the biggest concentration is kept. Some locos are privately owned but maintained by Mainline Steam. The Society also has depots and rolling stock at Wellington and Christchurch.



Photo 1.

10/01/2013

Photos3-5.

MOTAT

MOTAT is the museum of Transport and Technology, located at Western Springs, in the north west of Auckland. It is separated into two distant exhibitions. The main area occurred on the main road and the aviation and railway section a couple of kilometres' distant, being connected by the provision of a Melbourne tram.

The railway workshop section contains an interesting collection of small NZGR locos dating back to 1874 as well as small privately owned locos and various carriages and wagons. One unusual locomotive was a two-truck geared driveshaft engine powered by a two cylindered



Photo 2.

10/01/2013

Nine locos or major parts were seen in the shed in January 2013: three Ja Class 4-8-0s (one streamlined, two non-streamlined), a Bb Class 4-8-0, a Ba Class tender, a small diesel shunter, two South African Railways (SAR) 25 Class 4-8-4s and a SAR Garrett. Numerous carriages were stored in the shed also as well as a spare Garrett power unit and assorted wagons in the open.

One Ja (1267) appeared to be serviceable, 1211 (streamlined) was in the process of repair and hopefully Ja 1275, the only coal-fired of the trio, will be repaired in the future. The Bb was undergoing major repairs which started as minor repairs, but grew, based on the principle that if the boiler is being repaired it would be good to lift it to do more, and then ...

The two SAR 25 Class locos looked massive compared with the large NZ engines. Despite their size it had been considered that minor alteration would enable them to fit the NZ loading gauge. Both were coal-fired with mechanical stokers but were in a minor state of disassembly. The cab floors extended out towards the tenders (which were detached and stored nearby) similar to the WAGR V Class. Unfortunately it is unlikely they will ever work again.

It is however likely that the Garrett will work again as much less work would be required for this to happen.



Photo 3.

10/01/2013



Photo 4.

vertical engine in the back of the cab. This and several others, including diesels, were in operating condition and run on the almost one kilometre line on set days.

Two triple expansion steam engines from a power station were in the yard. These were unusual in having a pressurised lubrication system and enclosed crankcase. Two ancient diesel engines made in 1904 were close by. These had open crankcases and blast injection.

Other steam machinery occurred in the main part of the museum, including a K Class 4-8-4, traction engines and ancient boiler room. Unfortunately I did not have time to see these.

Other items of interest included:

- The Depot – a display of early NZ trades

- Auckland’s new electric train mock-up

- A model railway showing the development of the North Island Trunk mainline

- The Morris car club

Auckland’s Western Springs Pump house. This operates each Thursday

Waitakere Station – containing an exhibition showing the impact of railways on NZ and its society.

Photos 4-5.

Bay of Islands Vintage Railway

This railway is based at Kawakawa and the line extends from here to Opuia Harbour, about 11.5 km away. Although this is one of the longest vintage railways in New Zealand it had a distinctive small railway feel. In some ways it is a large version of our miniature railways, with friendly volunteer labour being its driving force and a newsletter that reports on projects and garners help for the next ones, ranging from track work (although no plastic sleepers here!) to work on facilities and rolling stock. The railway even runs down the main street of the town.

The railway was started in 1877 to link Kawakawa to Opuia – the deep water port and was the first railway in NZ North Island. It has 14 bridges and one 80 metre tunnel.

The vintage railway was established in the late 1980s.

The main loco feature is a 4-4-0T “Gabriel” – made by Peckett & Sons (Bristol) in 1927. There is also another steam loco (Thomas) and two diesel locos.

Photo 6.



Photo 5.

Driving Creek Railway

Driving Creek Railway is not a steam railway but is still of interest. It is the result of inspiration of the owner, Barry Brickall who, in 1973, began construction of an amazing narrow gauge line on his 22 hectare property. Originally it was built to carry timber for his pottery kilns near Coromandel. After 27 years the three kilometre-long railway seems to be more popular than the pottery.

The trains comprise a set of semi-open carriages with diesel hydraulic drive on all axles. These climb through re-established forest from the ticket office at 60 metres altitude to the hill top at 165 metres altitude. The maximum grade is 1:14. There are three tunnels and 10 bridges, including a double-deck bridge, and two zig-zags.

Photo 7.



Photo 6.



Photo 7

22/01/2013

Glenbrook Vintage Railway, Waiuku

The Railway Enthusiasts Society operates a 7.5 km line between Glenbrook and the river at Waiuku from October until July each year. There are long-term plans to extend the line over a new bridge and down to the port at Manukau Harbour.

The railway was originally part of the Waiuku branch line, opened in 1922 and closed in 1967.

Typically trains are hauled by a Ww Class 4-6-4T loco (No. 480 or 644). Two Ja Class engines are available but appear to be less used owing to their greater demand for coal and the extra associated cost of operation. A J Class is

run occasionally and the day after I left NZ double-headed Js ran over the long weekend!

Three other steam locos were seen in the workshop/sheds at Pukeoware: Ja 1250 (*Diana*), No. 4 – ex Taupo-Totara Timber Co. No.7 Shay, and F233 (an 0-6-2T).

It is planned to restore the 0-6-2T to operation in the foreseeable future. However an even more exciting restoration hope is that the 2-6-6-2 Mallet can run again. The Mallet is one of an extreme few to survive into the 21st Century and is for that reason of high conservation value.

The Society also has seven diesel locos that are mainly used for track maintenance works. Carriages range from ex-NZR cars from 1879 vintage to end of steam era vehicles.

Other items of interest at Glenbrook Railway Station and yards were: the signal box, wooden water tower, platform goods crane and assorted books and DVDs.

Figures 8-9



Photo 8.

20/01/2013



Photo 9.

20/01/2013

Power Station Sell Off.

As many members are aware Eraring Energy has been bought by Origin Energy, the change taking place on August 1st. 2013.

One of the local Newspapers, the Lakes Mail, 4.7.'13, wrote it up as though it was a script for "Yes Minister" the old, very popular British TV show. Here is how it went.

Sir Humphrey: "Minister, may I suggest we give Origin \$300 million of taxpayer's money not to take delivery of poor quality coal they don't want, and now they won't have to pay for, from a mine that doesn't yet exist. And then, Minister, Origin can use \$50 million of that to buy Eraring power station and the Shoalhaven hydro station. The taxpayers have \$175 million in residual operating cash held by the generator which will be returned to us, which means we can say the whole deal has cost the taxpayer only \$75 million."

Minister: "Are you saying, Humphrey, the public won't twig the residual cash was theirs to start with? And that we will have actually paid just \$250 million to give away one of our most significant owned power generators including the 1150 hectares of buffer zone it stands on." **Sir Humphrey:** "Er, yes Minister."



Scenes from the President's Breakfast. Above: At the newly rebuilt elevated station from left, Zac Lee, Graham Tindale, Vic Scicluna, John Lyons, Nick Kane, Ray Lee, Luca and Joe Abate. Locos from left: Maid of Kent, 1915 and Maisie. Below: A pair of standard goods locos - Ross Bishop and 5148 with Graeme Kirkby and 5037.



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

Track location is Anthony Rd, West Ryde adjacent to Betts St, behind West Ryde shops. 33° 48' 15.99" S; 151° 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.