

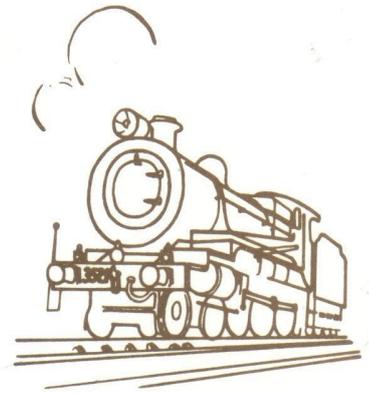
Sydney Live Steam Locomotive Society

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

'Newsletter'

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August 2015



The Council West Ryde Discovery Walk was held on Wednesday 8 July. It was an easy going day during the school holidays! Here we see 3658 with Nick, David and Garry posing in front of some of the Discovery Walk walkers! Photo David Thomas.

May Running Day.

This was our last autumn running day for 2015 and while the long range weather forecast was not good as the week went on our prospects got better each day. Saturday turned out well and we had Barry Potter and friends from the Orange Society to bolster the motive power roster for the day. There was Roger Kershaw with his C35 class, Les and Greg Bird with Z2708 and Barry brought his D55 class.

Getting the grounds ready was looked after by Barry M, Vic, John and Arthur. As well Graeme had a big job with the blower clearing the grounds and the tracks of all the leaves that had fallen in the past week since the gardening team had prepared the grounds for today's run. I spent some time trimming growth around the elevated track so that there were no temptations for passengers to reach out for anything. There was some running activity early on today. Steve Border was test running his Y class

battery powered diesel outline chassis from Mini Trains. It just needs a superstructure. Garry gave the B1 4-6-0 a run on the elevated and Neil Mackellar steamed the B & O 0-6-0 switcher.

When running got underway on the elevated we had John and Arthur with "Nigel Gresley" and the heritage Mikado on a six car train to start with, later increased to a seven car train. The train ran well all afternoon with some light loadings at first and then very full loads consistently for the rest of the afternoon. Our second long train saw Simon C with 0-6-0 Simplex coupled in front of Les Bird and his 2-6-0 NSWGR Z2708 followed by Garry and 4-6-0 B1 "Impala" as train engine on the blue carriage set. Paul fired up the 0-4-0 Hunslet and set out with one car. There was an incident with the triple header coming into the station and the resulting delay caused Garry to lose the fire in the B1. A return was made to loco and with the fire re-set and steam restored Garry returned to his place



Foundation Member Allan Mackellar with son Neil watching the May running day proceedings.

in the train and they continued till the end of the afternoon. Nick was guard for this train. In the elevated depot Garry displayed a nice scale guard's van that he had recently acquired. I gave the 19 a run

early after lunch but returned to the depot as public running was starting; I spent the rest of the afternoon on guard duties as did Jim Mulholland. Others helping on the elevated station were David J, James, Neal and Jo-Anne and then Zac and some friends.

On the outer ground level one train was hauled by the central west team with Barry Potter, 2-8-0 D55 class, as train engine and Roger Kershaw and his 4-6-0 C35 running pilot. They were appropriately hauling the Central West set of cars. Greg Bird was on hand to give each driver a spell from time to time. Guard on this train was Bernie Courtenay. The second train running the outer service had Ray Lee with 4-6-0 VR A2 leading Graeme K and 4-6-2 2401. Guards on this train were Max and Lionel. Graeme was using black coal to start but changed to char after about one hour into the run. Max and Evan assisted on the station.

The inner ground level had Ross and 0-6-2 "Toneya" Fowler cane loco on one of the two trains with Tony Eyre riding as guard. The second train on the inner was Warwick's WAGR V1224 2-8-2 with Andrew A and David T doing the driving. Ian Tomlinson was guard for this train. Carol Leggett acted as station manager.

It was a busy day; we had six large party groups as well as our casual visitors. Graman Tindale attended to the gate

with help from a friend, Ted McIntosh, they were very busy from opening time till after 2.00pm. In the canteen we had Elizabeth, Diane, Joy and Margo.

The signal box was attended to by Mark and Barry M with Steven B spending some time there as well. Tickets were sold by Peter W and Mick Murray was the track superintendent keeping everything running smoothly. We had a tally of 3245 rides for the day our second highest for a May running day. This figure is keeping our yearly total in a good position.

June Running Day.

This was our first winter running day for 2015 and was only two days off the winter solstice, our shortest day of the year. After a week with a fair bit of rain we were lucky that the weather was good enough to have our running day. The sun did manage to get through the clouds at times and the warmth was very welcome. The low sun at times was difficult to drive in to heading up the hill on the inner main and the elevated. Late in the day the same difficulty was caused running down the hill by the reflected sunlight off the windows of the high rise now nearing completion on "our" old car park.

Setting up was carried out by Barry M, Arthur and John H, Vic and Graeme. As others arrived they also were involved in the tasks that have to be done. Graeme was especially busy with the leaf blower; there were certainly a lot to be cleared.

We had a very big crowd with the queue coming in extending almost to the main gate for some time. Eventually the queue shortened and there was a steady inflow till mid afternoon. There had been a few party groups set up early before lunch.

We had some interesting running on the elevated. Arthur and John with the heritage Mikado 2-8-2 and 2-8-0 "Nigel Gresley" coupled up to seven cars and a guards van and provided an excellent service for the duration of the afternoon having their last run at about 4.45pm. Brian Carter was at the grounds from the southern highlands with 0-4-0 "Perseverance" and coupled to the four car blue set and

Simon and Simplex leads Les Bird from Orange and the 27 class followed by Garry and Impala on this elevated train with Nick as guard bringing up the rear on the May running day.



Station Masters James and Nick give the right away to guard Jim Mulholland on the usual double headed Hurst's train on the May running day.

van. Garry B steamed his B1 "Impala" 4-6-0 and acted as pilot engine in front of the 0-4-0. Garry was to finish running at about 3.00pm. I ran Z1915 for a bit over an hour with a single car and by the time I was coming off Paul T had the Hunslet in steam and went into service with the car I had run. When Gary retired the B1 it was realised that the best running option was for Paul and the 0-4-0 to run as pilot locomotive with Brian and the four car set. This was a very balanced motive power combination with the two 0-4-0's running well and looking very good. The station was attended to by David J, Brad Wilkinson, Jim M, James S, Mick M and myself, with some of us also taking turns on guard duty. Today was



the first trial under running conditions of the new safe working system for trains running into the unloading station. The infra red beam detector was linked with the banner signal so that when a train is in the station the beam is interrupted and the banner signal indicated stop. This was backed up by a convex mirror placed so that we can see round the corner as far as the home signal from the top of the grade.

Running on the outer ground level we had one train hauled by 4-6-2 2401 Graeme K, train engine piloted by C3112 4-6-4 and Ray L. This combination ran well till mid afternoon when Ray had to leave and Graeme continued on with a suitable reduced loading. Bernie was guard on this train. The second train on the outer had Lionel's TGR R class 4-6-2 running on its own with three cars and a guard's van. The R class spent a short time in the siding when it was necessary to restore the fire and build up the steam pressure. David T was at the regulator for most of the afternoon and Lionel took over late in the day to enjoy a run himself. Martin Y was guard for this train and had assistance from Brad Wilkinson during the afternoon. David Lee and Lionel were acting as station master.

The inner track had Warwick's 2-8-2 WAGR V1224 running one train and Ross B and "Toneya" 0-6-2 Fowler hauling the second train. Andrew spent the first half of the afternoon driving the V class and Warwick finished off the afternoon. Geoff was guard for the Allison train and Tony E was guard on Ross's train. Carol L and Peter D took care of the inner platform. The train control was looked after by Barry M and Martin D in the signal box and we

had Neal Bates as Track Superintendent.

In the canteen we had Elizabeth, Diane, Sue Carter, Margo and Lee. They had a very busy time. John T was on the gate and was assisted by Jo-Anne, the opening rush had the queue over the foot bridge and back to Anthony Rd for quite some time. Peter W was our ticket seller for the afternoon. We gave 3213 rides for the afternoon, our third highest figure. This gives us an accumulative total of 15,207 for the half year which is 1000 better than our next highest in 2005. The queues at all the stations were long all afternoon. However by 4.30pm the cold started to set in and our visitors started heading home. Packing up was well into the dark. Neal Bates had his Foster traction engine on display in its trailer.

Mick supervises Roger Kershaw C35 leading Greg Bird and 5507 on the outer main passing Paul Taffa and Hunslet on the elevated on the May day.





Left: Arthur's Heritage 2-8-2 headboard first carried at Hot Pot then the June Running Day.

Below: Brian Carters Perseverence is led by Paul Taffa's Hunslet, one of the loco combination son the elevated in June.



July Running Day.

What a cold day! It was our mid winter running day and considering how the last few days had been we were very fortunate that the weather was kind enough to allow our activities to proceed. There were a few party groups that set up their places before lunch, most were making the best they could of what sunshine was on offer. The grounds were very wet and by the end of the afternoon it was very easy to see where the main foot traffic had been. It was realised very early in the day that unloading and retrieval of the locomotives would have to be restricted to the concrete area at the top eastern side of the grounds.

As part of the setting up for the afternoon Graeme K was very active with the leaf blower and by the time he was finished everything looked in order. Others involved with our setting up were John and Arthur, Vic, Barry M and Mark G. As other members arrived they also worked at the many tasks necessary for our smooth operation. At morning tea we were entertained by some old film now on DVD, featuring old convention scenes and a very young Arthur Hurst zipping around a go-cart track. At lunch time we had a quick visit from Brian Kilgour about to head off home to Mudgee. With the roads closed due

to ice on both ways over the mountains Brian was having to travel back to Mudgee via Newcastle, quite a long way round!

On the elevated we had three trains operating. Garry ran his B1 "Impala" 4-6-0 coupled in front of John H's 2-8-0 "Nigel Gresley" hauling a five car set of carriages. Brian Carter was up from the Southern Highlands with 0-4-0 "Perseverance" and he hauled the blue four car set. Paul Taffa steamed his 0-4-0 Hunslet and took one car for the afternoon. All trains ran very well and while there were some light loads as the afternoon got underway we were very soon into the situation where the trains were full to capacity. The station was attended to by David J, James Sanders and Bejo. Guards were Nick, John L, David T and James at different times. For afternoon tea we had set up our own tea making facilities at the top of the grounds. This is much safer than trying to negotiate the crowds with a tray full of hot cups of tea! It was even possible for seconds if needed.

All the trains ran well for the duration of the afternoon, Paul and the Hunslet had a brief spell in the station loop then back to work. We did not have Arthur and the 2-8-2 today as the weather looked too threatening when he would have been loading up. Arthur descended to the ground level and made himself useful there.

Andrew Allison had his A10 0-4-2 back in service after its convention mishap some time back. There was a water gauge seal problem during the steam test but that was remedied and the loco was ready for service. Andrew coupled up in front of Warwick's WAGR V1224 for the afternoon. Warwick reported that Arthur H looked after the V while it was steaming up when he went out for the lunches. Here we had two 1½" scale locomotives with a considerable difference in size and a prototype combination that never occurred as they were from opposite sides of

3112 and Ray Lee leads 2401 and Graeme Kirkby on the outer main during the June running day.



the country! These locomotives hauled the red car set with Arthur and Geoff acting as guard.

The second inner train was the green set hauled by Ross and 0-6-2 Fowler "Toneya". Ross was burning the Welsh steam coal we have acquired and you will find an appraisal of its use further on in the Newsletter. As usual the locomotive performed well all afternoon. Guards on this train were either Ian T or Carol Leggett and with Geoff attended to the station when not on a train.

The outer main line had the 4-8-2 "Green Machine" running one set of cars with Jim and Dom Mulholland alternating the driving and guard duties. The second train had the combination of Ray Lee and 4-6-2 C3803 leading Graeme K with 4-6-2 2401 as train engine. Bernie was guard on this train throughout the afternoon. Ray was running the 38 on a shandy of Welsh steam coal and northern coal and char while Graeme was burning straight Welsh steam coal. Graeme commented that left un-attended the fire deteriorated but on the run there was plenty of heat produced. Paul B, Peter D and Greg C helped here on the station. Mick M had the Shay in loco and decided not to run for the afternoon. Mick spent some time in chatting with our visitors and then assisted with the ground level running. John T arrived late with D5597 and this locomotive was not steamed either.

The signal box was operated by Martin D, Barry M and Mark G. Track superintendent was Steve Border. In the canteen we had Diane, Lee, Gai and Christine H. They were very busy for the afternoon even running out of hot dogs. Photos for the day were captured by David T, James S and Nick using Warwick's camera. On short notice Neal took on the gate and Jo-Anne sold the tickets. For the first half hour the line extended over the length of the foot bridge then settled down to a steady stream till mid way. Our ride total for the afternoon was 2543, not too bad for a mid winter running day.

President's Breakfast.

There were not as many members as we have seen in the past for this event as we had a clash with the June long weekend and of course the Hot Pot Run at the ILS in Wollongong. Barry Milner was Chief Chef and most people attending arrived at 8.00am or soon after. We all enjoyed a well cooked meal of sausages, onion, egg, bacon, tomato and fresh bread rolls. The clean up was well organised with washing up underway as soon as breakfast was finishing off. About twenty members were here to enjoy the feast.

Garry Buttell had C3658 and his growing collection of rail vehicles out for a run on the outer ground level. David J had a drive as well. Later in the day Garry added a passenger car and guards van, and with David J as guard gave some visitors a thrill behind their own personal steam train! Andrew set up the B2 on the elevated for a spirited run. Others having a turn at the regulator



Andrew and the A10, now back in service led Warwick and V1224 on the July running day. It was definitely SLSLS jacket weather!

were James S, David J and Warwick.

The Tulloch Book Launch.

Book launches are very special events and I am sure that this was the first such event held at out grounds. Arthur had been at the grounds early to run the mower around to have the place looking neat and tidy. A few of us made sure that the toilets were clean and bins were out. Elizabeth and Susan led the Tulloch clan setting up for their

Diary

25 August (Tuesday)	Invite to Brian and Sue Carters'.
29 August Interclub	Visit to Bankstown Live Steamers.
1 September	Directors Meeting
4/5 September (Friday and Saturday)	Galston Gathering
8 September (Tuesday)	Invite to Brian and Sue Carters'.
19 September	Public Running Day
6 October	Members Meeting
11 October (Sunday)	Family Day
17 October	Public Running Day
31 Oct/1 Nov	Small Gauge Weekend.
3 November	Directors Meeting
21 November	Public Running Day and Next Newsletter!
5 December	Run for West Ryde Neighbourhood Centre and then members BYO everything Christmas Party in the evening.

N.B. It has not been possible to find a suitable Saturday to visit Brian and Sue's railway in the Southern Highlands.

We do however have two mid week dates for which we are invited:

Tuesday 25 August, and Tuesday 8 September

You can go to either, or both!

These are Brian's regular monthly runs. They commence about 10.30am. It's a BYO Char, lunch and drinks. A BBQ is available as well as tea and coffee. Please take your rubbish home as well (they have no garbage service!)

If you intend to go please let Brian know you will be there as well as Simon please via email just in case things change..

Please see AME for other events.



Ray Lee and 3803 leads Graeme Kirkby and 2401 around the outer main bottom curve on the July running day.

pany, how he became involved in the book and recognised the research that had been done by Barry, and, before that by Barry's uncle Ronald Tulloch. There were about sixty or so guests and a good representation of our society. Signed copies of the book were available for purchase and many of us took the opportunity to add this publication to our collections.

West Ryde Discovery Walk

On Wednesday we hosted the West Ryde Council Discovery Walk. Their first walk ended at our grounds, while the second walk started just after the first group arrived at the grounds. V1224 with Warwick ran the Pullman set on the inner while Garry Buttlet and C3658 took 3 cars on the outer. All went well and everyone had a good time. Many thanks to all who came to help; we were all on our way home by mid

afternoon.

family and other invited guests providing a very nice afternoon tea.

There was a small display in the ground level loco depot with Ray Lee's C3112, Craig Hill's D5901, John L's Z1915 and some goods wagons and Mick's recently completed Commonwealth Oil Corporation brake van. David J's flat KF car was in with the Lyon's wagons!

Locomotives in steam for the occasion were the Heritage 2-8-2 Mikado with two cars run by Arthur and Garry B with C3658 again with two cars both trains running on the outer main. Mick steamed the Shay and ran a train on the inner main. Late in the afternoon Nick K and David J put on a fine display of express train running with the C36.

The club house was full, Tulloch family members taking up the seats set out for the occasion. Author David Jehan gave a short talk on the life of Robert Tulloch, his migration to Australia and his setting up of the company. He mentioned the diverse range of products manufactured by the com-

Arrangements for Party Groups

We now tell booked parties that they are not permitted to set up in the area between the club house and the ground level station and ticket office (i.e. the area around the flag pole). However ad hoc parties will not be aware of this. If it appears that a group is setting up here it would be good to advise them that it is not a good area unless they want queues through their party group! If small they can be moved into the corner near the club house unless already taken.

Works Reports

Green Box

Geoff Olsen has provided estimates to relocate the green power box. This will replace a switchboard that has seen better days as well as letting us lengthen the inner main platform. The new one is being located just under the footbridge. Geoff has obtained the new impressive stainless steel distribution board and other electrical parts. Warwick has manufactured a new mounting frame and late in July

July Running Day Scenes

Left: Garry Buttlet and Impala leads John Hurst and Nigel Gresley, while Right: Brian Carter and Perserverence on a good load.



Duty Roster.

September. A.Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffa, J.Tulloch, Zac Lee, M.Dewhurst.

October. M.Murray, A.Allison, W.Fletcher, M.Gibbons, G.Kirkby, B.Muston, J.Noller, P.Sayers, G.Scott, I.Tomlinson.

November. W.Allison, N.Amy, P.Brotchie, G.Buttel, S.Collier, B.Millner, S.Murray, J.Sanders, V.Sciicluna, G.Tindale.

December. D.Thomas, N.Bates, B.Courtenay, G.Croudace, S.Larkin, D.Lee, R.Murphy, L.Pascoe, S.Sorensen, B.Wilkinson.

Gate Roster.

September. Joe Abate. October. Andrew Allison. November. Warwick Allison. December. Ken Baker.

this was concreted into place with typical SLSLS substantial footings. This should be installed by the time you read this. Then the electricians can do their bit!

Grounds.

Simon has continued looking after the ticket office garden. The roses have had their winter prune and we should see some good results in spring and summer!

A selection of minor repairs have been done on the ground level station bridge including the filling and painting of small cracks to prevent water ingress, the cleaning of the areas behind the step treads, and the stabilisation of one tread and filling some holes. As well the grounds entry bridge deck had the recently filled joints painted to protect the filler. Both bridge decks could do with a repaint and volunteers are welcome! As well Geoff helped Warwick dig out a trip hazard tree root and various yellow safety edges have been touched up.

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Tulloch Book Launch Scenes from John Lyons:

Above: Author David Jehan giving his presentation for the launch of the book telling the story of Tulloch Industries, Saturday 27th. June 2015.

Below Left: Arthur Hurst ready to give some rides on the Tulloch book launch afternoon. Below Right: Garry Buttel and C3658 with some passengers on the Tulloch book launch afternoon.



Editorial

You will note in the diary dates that our family day is coming around again, where has the time gone! This event was a great day last year and hopefully it will be as good again this year. We were lucky with the weather last year so hopefully we may enjoy the same again this year. It is on a Sunday and as it follows our gardening day the grounds will be looking their spring time best. It is a BYO everything so put the date in your diary now, Sunday 11th October, and come along and enjoy a relaxed day with the SLSLS family and friends.

After the very busy running days we have experienced through the winter months it would be good to enjoy a relaxed event with good company.

John Lyons



Sydney Live Steam Locomotive Society Co-Op Ltd.

President's Report-2014/2015

1. Running Days & Events

The 12 months passenger figures were 27801 (12 months to end of April) compared to 26371 for the same period last year. We lost no running days to rain and with the monthly figures being consistently above average; the yearly numbers are steadily increasing and in fact this is the highest yearly cumulative figure to end of April we have done. If we cut the numbers a different way we did achieve 28529 for the 2010 calendar year. Unfortunately we had 6 injury incidents during the year, 3 each on 2 occasions. This is a high number and had resulted in our injury rate doubling to 0.02%.

Even though our operation runs well, we do need to be very careful to ensure we maintain it very safe, as this is what the public expects.

Thanks to Barry Millner for handling the train organisation and Signal Box supervision and to those members who fulfil the task of Track Superintendent for that year, Mick Murray, Mark Gibbons, Steve Border, David Thomas and Neal Bates.

In the kiosk, we are very grateful for the assistance of Liz, Di, Joy, Margo, Gai and Kim and others who help from time to time. Ticket selling was handled Peter Wagner and Jo-Anne Topp. Again special thanks to Emily who is most reliable and providing professional first aid assistance to whoever is in need.

Our charity day for RedKite last November had 2298 rides, which was a good result.

The Society's special events for members and friends at the Christmas Party and New Years Eve, were both very pleasant affair. Our special members days were held in June, and March with a very successful Family Day on a Sunday in October. Our Small Gauge Day in November was in fact a merged with the Interclub in August and we had a reasonable roll up.



2. Financial Results

I would like to thank John Hurst for his efforts this year. The financial report was available immediately at the end of the financial year. The end of year resulted in an increased small profit. Having sound financial management is a benefit for us, a task most of us would not want to undertake and we owe Treasurer John a vote of thanks for this. Thanks John. While we have a reasonable sum of money in the bank, we must be mindful that a single event could potentially cost us a lot of money, so this is really no indication of total security.

3. Our Membership

We ended the year with 67 members (including country members & those awaiting acceptance). Sadly we lost Brian Rawlinson during the year.

Thanks to John Lyons who has continued with our newsletter, now 39 years in the position. It is now printed in full colour and this has had a good response from members. The regular Saturday email has continued and is good up to date information for supporters of the Society as well as members. Thanks to Mick and Mark who have stepped into the breach when I have been unavailable. We have also received good coverage in AME, Model Engineer and Engineering in Miniature both as reports of club activities, photos and even articles submitted by members.

Many thanks to Mick Murray who 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. Mick also organises our track superintendants for running day and to those who have assisted, Neal Bates, Mark Gibbons, David Thomas, Steve Border and David Lee, many thanks.

Thanks as always to David Thomas, Andrew Allison and Bernie Courtenay who handles our boiler inspections.

Special thanks also to Peter Wagner who is regularly our ticket seller, and to Jo-anne and Peter Sayers who have filled in, and to our signalmen, Mark, Barry, Steve, and Martin. David Thomas is constantly at the gardens and our grounds would not be as pleasant without his efforts. I am sure he would welcome some other gardeners!



I would also like to thank our secretary Simon who puts in many hours in handling our correspondence and the general workings of the Society and arranging various projects around the grounds.

I haven't mentioned, but I also have not forgotten the many other members who assist as guards, stationmasters, drivers, help maintain the grounds. Many thanks to you all.

4. Projects

Mark Gibbons still does regular maintenance on the point motors while bogie maintenance is still done by Mick Murray. Mick has also modified the spray wagon to ensure the spray misses our steelwork. We installed exit fencing to the elevated station and also enlarged the ground frame operating floor and fenced it. The guards indicator on the elevated platform is now functional and work is in hand by Martin Dewhurst to replace the elevated signalling control equipment. LED lights are being progressively fitted to elevated signals. The new level crossing gates were finished with a big thanks to John Lyons who has been the prime mover on this project. We have also done some beam levelling on the elevated and it is expected that this task will increase in the coming months. New galvanised steel channel is being installed on the elevated loco road and this will be a trial for this method of construction. Track line and levelling occurs on an as required basis.

We have repaired the BBQ brickwork, and have begun investigation for the renewal and moving of our green electricity distribution box.

The covering of the elevated riding cars with soft seats was undertaken by Arthur Hurst. Thank you to everyone who has contributed not only to projects but also grounds maintenance throughout the year.

5. Model Engineering Activities

Mark Gibbons' Blowfly is progressing and it must be getting close now! Max Gay's 38 class is now running and has seen passenger service. It has been good to see David Thomas's S class now in operation while progress is still occurring on the 620. Special mention must be made of Simon who is assisting Nick in completion of the Brammer Blowfly, and to all the other members who have made a contribution here. As a result, Simons B1 has slowed somewhat! Thanks also Brian Muston who has assisted the younger ones in constructing useful pieces of rolling stock and no doubt increasing their enthusiasm for the hobby! John Lyon's progressing a 25 class, Graeme Kirkby has a 17 class being restored to operation. Andrew has restored a Maisie and the tender is nearly complete and has also completed a rebuild on an O gauge Mollyette. Ross Bishop has just seen a years operation of his new copper boiler for Toneya, and is working on a new ploughing engine. I am restoring a previous member Peter Bradley's round top 36 class, while his other locos are in the workshop queue! Garry Buttel has acquired a 36 class which he has done some work to, and it is good to welcome new member Glen Scott with a 38 class. Ray Lee has a P class well in hand, so I think it can be said that model engineering is alive and well. We see progress regularly at the morning tea table.

6. AALS & AMBSC & Other Visits

The convention this year was at Penfield in South Australia and a number of members attended. Penfield had put in a lot of effort and the facilities were simplified and improved. Members also attended other clubs invitation days, including Newcastle, Hornsby, the popular Hot Pot and the scale day at Orange. We are usually well presented at other clubs invitation runs.

7. Our Future

Last year you elected a Board with some significant changes. I believe the current Board is working very well together. We have some prospective new members, all usefully at the lower to middle age groups. I think youth encourages youth and so we will look forward with interest how the future of the Society evolves. Next year we will be looking for a lease renewal. I think we can be assured that our Society and what it offers is unique. Our job is to make those outside our Society appreciate that.

Thank you for your contributions through the year, and lets look forward to another successful year.

Thank You.

Warwick Allison



Annual Inspection of Non-boiler Plant and Equipment - 2015

The annual inspection of the Society's grounds and facilities was conducted on 23 May 2014 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.

There was a shorter listing of dead tree branches requiring attention, with the tree lopping and pruning occurring during the year effecting a reduction in the overall hazard. This will be further improved with the impending removal of the peppercorn tree.

The Hawkesbury River Bridge is in need of some TLC and the decking of the Ground Level bridge is in need of attention. Several items listed for attention in my 2014 inspection remained outstanding at the time of the current inspection. These have been re-listed for attention in the 2015 Notes of Inspection.

Additionally, a number of items listed for attention in 2014 have been re-assessed, have been identified for on-going monitoring, and will require rectification should further deterioration occur.

A copy of this year's Notes of Inspection has been placed on display on the notice board in the clubhouse. Members are encouraged to have a look at the checklist and feel free to action any (or all) of the listed items.

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 in a generally 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 23 May 2015 and the Matrix has been confirmed as appropriate to the Society's current operations.

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

Warwick has provided an updated "Review of Hazard Assessment" for the current year, a copy of which has been appended to my report for 2015.

Mick Murray
Inspecting Engineer



Above: James Sanders gives the B2 a workout on the President's breakfast.



Right: Hot Pot Scenes at Illawarra Live Steamers:
Above Bernie Courtenay lights up the 10 class, while
Below: Andrew Allison's Trams double head on their new garden gauge railway.





Above Left: David, Zac and James, excavating for the new distribution box frame. Left: Arthur fits formwork just prior to concrete being poured to secure the framework. Right: John Lyons innovative method to hold the track up while the loco road supports were changed.



Lionel regularly fills our coal bins which is another task which the loco drivers are very grateful for. I think with all the various coal we have it is a bit confusing now!

David T, with the assistance of Mark, Peter D, Paul B and Andrew, removed a very dead acacia and mulched the

branches where we could and provided some more BBQ firewood with the larger lumps. This was on the eastern bank.

Members are invited to view the excellent entry area we now have due to David T's attention to the garden. Some plants have been removed and as David has attended to most weeds, if you think it is a weed, ask first! David also arranged the removal of the Peppercorn tree. This was moving our eastern retaining wall and was inappropriately located on top of our bank. It was quite a job as the truck became bogged! Our grounds are quite soft after rain. Graeme K borrowed quite a bit of dirt from the bottom of the grounds to fill the ruts left by the bogged peppercorn tree fellers. After filling it was rolled and it certainly looks a lot better! Thanks Graeme.

An approach is also to be made to council in regard to three sickly gums adjacent to Betts St. Hopefully we can remove and replace these with specimens that are healthier. Neal had some fun with the chain saw and pole extension and has trimmed at the elevated station, and some other places and with Jo's help also mulched all the trimmings. All this helps us to maintain a neat and pleasant grounds!

Brad, John L, Barry M and David J attacked the mulch pile left in the entrance area after the re-

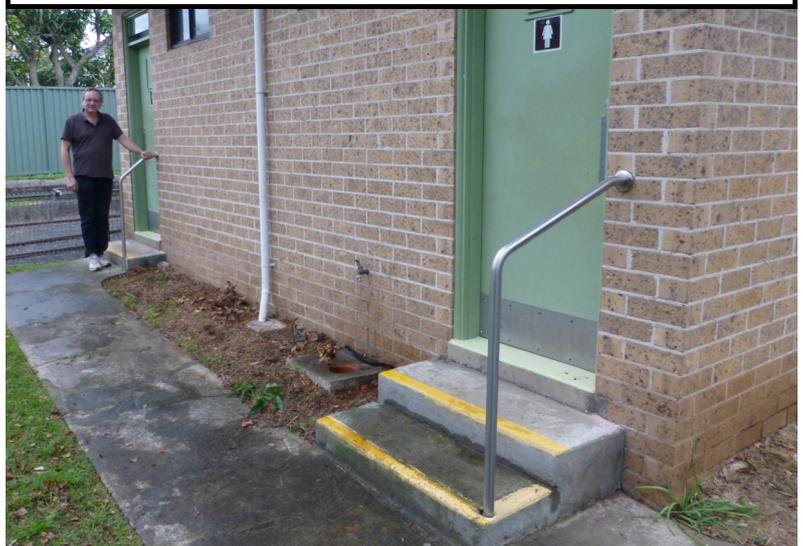
moval of the peppercorn tree. It was spread around the lower end of the grounds on either side of the entry path from Anthony Rd, and used as well to mulch the gate keeper's garden that is usually tended to by Barry M. Martin Yule installed the handrails for the toilets. These are stainless and do look good. Thanks Martin.

Sheila and Martin attended to the club house garden and have readying it for planting and then planted it out. Sheila has a very fancy device for watering the ground from underneath! This particular garden is very dry, as it faces south and is under the eaves.

Brad, David J, Nick and Warwick excavated around a wobbly fence post on the eastern bank and poured some concrete, and later with Peter D's assistance we secured the fence behind the old peppercorn tree stump.

Brad, Nick and David J with James helped Warwick re-pack the old signal post seat to prevent it wobbling. Neal has taken on the task of new handrails for the Hawkesbury Bridge. We consider that it is easier to cut off the old handrails and weld on some thicker galvanised pipe. The current handrails show rust signs below the cur-

Martin shows off the new handrails for our toilet doors steps.



rent welds. John L with help from Brian M have attended to one of the seats behind the outer main station entrance. The timber legs were replaced by some galvanised pipe and some strengthening plates were also welded to the angle iron frame to make up for the corrosion we discovered. On the Saturday after the July running day the welding was completed in the morning and the afternoon crew had time to set the seat frame into concrete. By the time you are reading this the seat should be again ready for service.

Elevated Railway.

The replacement of the loco road timbers has been completed! John L set up the new elevated loco beams for drilling. Andrew trimmed one end and later when James and Brad were there the rest of the holes were drilled and some spacers were tack welded into position. John L did the preparation for dismantling the loco road with some novel track hold up device appearing to take inspiration from the cable stayed Anzac bridge. There was a good crew on hand and removal of the old timber and bolts was attacked with vigour. Some of the bolts were very hard to remove, while others sheared off. After the timber was removed, the new channels were moved in and bolted up. With the use of various packing methods (including some crates from John) it was eventually in an approximate position, after lunch we worked from one end setting the levels. Thanks to James, Evan, Nick, David J, Paul T, Brad and Arthur, with some help from Geoff, Simon and others. Garry looked on after some internal medical work prevented him from having that much fun! The following week John L reattached the air line. It was given several tests by Nick and David who pronounced it smoother than before! Later John L, James and Warwick cut up the old timber supports and this has been placed ready for BBQ use

Peter Wagner attended to lowering the water level in the banner signal near the swing bridge. This required some pruning too, and a drain hole to let the water out.

Following the incident on the elevated track on the May running day we realised that we needed to be able to see round corners. The new picket fencing put in place at the



Brad installing mortar after levelling a beam that was badly tipped with superelevation the wrong way!

time of the new level crossing gates coupled with the bigger crowds in that part of the grounds has limited our view of the arrival station area. Warwick sourced a convex mirror that when set up in the right place enables drivers to see around the corner as far as the home signal. John H thought in a more 21st century manner and has tested and installed an interrupted infra red beam detector that has been interlocked with the banner signal at the top of the grade on the elevated track. Scott Murray assisted John H in setting up this signalling initiative. It works very well, riding as guard on an elevated train we see the signal go to stop as the train moves into the station and as a driver we see the signal change to clear as the platform clears with the train moving into the departure station.

Brad W took on the task of realigning the beams from 205m to 207m on the elevated track. This beam had a decided dip to the left on an otherwise right hand curve. The Porta Power provided by Peter Ryan was put to good effect. We found the secret is to chisel out the mortar fill

between the beams, whereupon it is fairly easy to jack the beam to the required level position. It was then re-mortared. We are not replacing the mortar between the beams as we suspect this is contributing to some of the misalignments and makes it hard to easily correct it. Left over mortar was used to fill some holes in the concrete path.

Ross B is pondering whether some spacers on the elevated cars could reduce tipping to an extent that it pre-

Mark looks on as John Hurst tests the new infrared elevated train detector.



Sheila Dewhurst watering the revamped clubhouse garden.





**Top: Brad adjusts the new loco road channel supports.
Below: Mick maintaining our bogies.**



Below: Members viewing James Sanders latest workshop achievements around the morning tea table. There are more every week!



vents wheel lift. Some trials will be run to determine what is feasible.

Ground level railway.

Warwick attended to installing a surface socket under the signal box for the points heater power supply. The old Bill Richards designed and built case (nuclear bomb proof- all 1/4 inch steel plate!) is now fitted with 2 Chinese switch mode power supplies in series to give the required 24v. This was reinstalled and connected up.

Martin D installed a green LED on the end panel in the signal box to let us monitor that the point's heater power is on. At night this lights up the signal box! Simon kindly provided the label for the light.

Mark G did some more investigation into No.6 point motor which Warwick also worked on it. The points are very slow and sluggish in winter due to drag by oil so it is important that only thin oil (and not steam oil) be applied. Mick has attended to some bogies and brake leaks.

Loco & Rolling Stock News.

Ross showed a collection of finely finished gears for his Fowler ploughing engine – if these are any indication of the size and quality of the finished product we have something to look forward to. Ross in is collaboration with Jim M regarding traction engine matters.

David J showed a number plate insert from 8034.

Mark was seen intently studying John L's Baldwin tender bogie. Also seen were some nicely made jigs for bending up the bar frame components for the bogie.

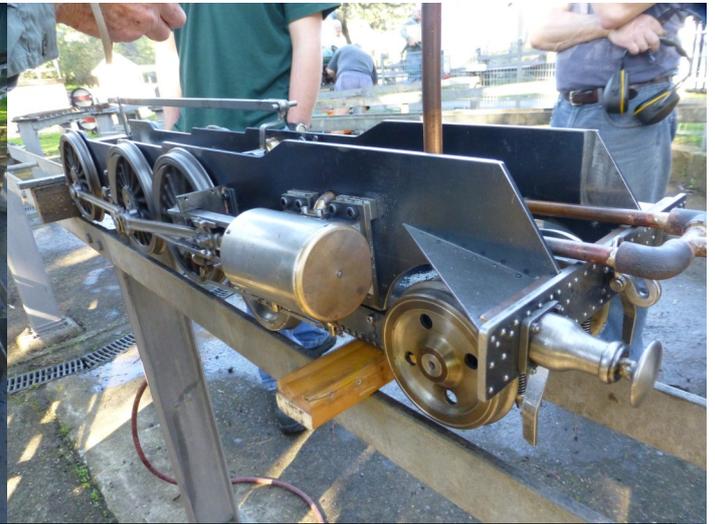
Ray Lee had his P class chassis to view, now running on air! He even notched it up and everyone had a good time identifying all the 'features' of this loco. Geoff had his 38 down for a trial steaming thanks to Garry Buttell who assisted with a travelling frame. A steaming was achieved and a trial run on the track revealed some more work to be done. Arthur steamed the Old Girl to blow the cobwebs out. It sounded just like it should! It had a couple of drivers, I noted David J having a good driver experience!

Graeme K and Warwick went to Matraville to collect our Welsh Steam Coal. We have 10 bags of 'Beans' and 2 bags of 'Small Nuggets' for the larger engines for evaluation. Many thanks to Frank Lloyd of the Lake Macquarie club who managed to organise a few clubs to get a reasonable order placed. By the time you read this some opinions will probably have been formed!

Warwick had his 36 class boiler for a hydrostatic test which was attended to by Bernie, who then proceeded to check his Blowfly. Ian Tomlinson had a boiler test for the Maid by David Thomas, and then he and Remy ran on the elevated track (wrong direction) for a while.

Garry Buttell had his C36 at the grounds showing his new blowdown arrangements.

James S was supplied with some copper and a tap and die, and the following week he had boiler parts ready for inspection! Now that is productive! Andrew took the details! Warwick showed all his newly acquired NRM Ivatt Atlantic OO gauge model, while Andrew showed a laser cut plywood Puffing Billy coach he has assembled for Graham Tindale. Graham also shows us some O gauge items including a 36 class.



Ray Lee's P class chassis was the centre of attention. There was a lot of interest in Rays techniques for maximum reliability and easy maintenance while retaining a good prototype look.

Paul B showed us some very nice bogie axle boxes for his O class, done in the Michelangelo style!

Members News

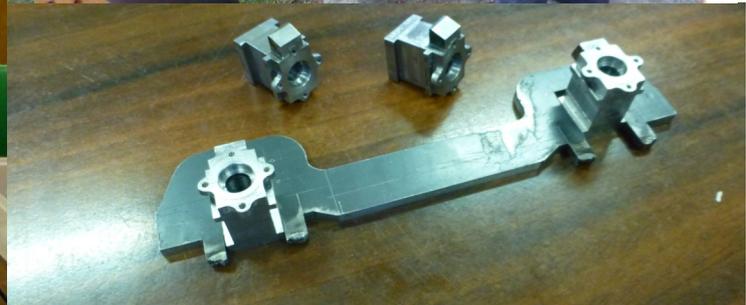
At the July Directors meeting on Tuesday we accepted the membership application for Evan Lister. Evan is currently obtaining a loco. If you see him around, give him a big welcome!

Kim Kane spoke to Linda Mottram (mornings on 702 ABC)

about living with a child with an obsession. (Kim is Nick's mum). Kim spoke very warmly of how we welcomed Nick into our midst, six years now, but on the spur of the moment her assessment of our average age was probably a bit high! Well done Kim and thank you for your nice comments. Thanks also to Mark Gibbons who has recorded it for us. We know that a number of our regulars are currently not in the best of health. Get well soon! Our Foundation Member Alan Mackellar is in rehabilitation after injuring his leg by tripping over himself! Fortunately there was no other damage done.



**Left: Mark Gibbons attends to some points maintenance supervised by Peter D.
Below Left: Ross bishop with some very nice ploughing engine gears.
Below: David J supervises David T testing Andrew's A10 boiler.
Bottom: Paul Brothchies' O class bogie parts.**



Two Experiences of Welsh Coal

Ross Bishop

First occasion to try the Welsh Coal was with my 3" Traction Engine at SSME, Luddenham. This engine is characterised by very low steam consumption being a superheated compound and with just a single passenger, the load is very light.

I had no difficulty maintaining steam in spite of the very soft draft and found the fire could be left without blower for 20 – 30 mins and still be easily revived. The larger nuggets were used. The fuel was completely smokeless and very clean burning. However, predictably the quantity of ash was consistent with other black coals i.e. considerably more than Char or Briquettes.

The second occasion was July Running Day at SLSLS with "Toneya". Certainly the coal, the smaller beans this time, looked good in the bunker. Very realistic! It was going to be a demanding trial for the fuel. I think those of us using Welsh for the first time in passenger service viewed our prospects with trepidation lest we should fail in the service of voracious customers!

It was immediately clear that the heat was there. Toneya made steam rapidly once the regulator opened and another driver commented that I "didn't usually blow off so much"! Encouraged by that, I reduced the thickness of the fire accordingly. Consumption per ride was less than Char in volume with only a light sprinkle needed at each station stop. During heavy steaming, with door cracked open to suppress the safety valves, coals danced on the grate with little orange chunks being pulled up by the draught.

As commented by another driver, the coal seemed to crackle and splinter on contact with the hot bed. There was no smoke or smell at all and heat was there on demand. Response to draught was rather quicker than Char. Upon opening the smokebox I found considerably more cinders deposited than would have been the case with char. On magnification, these were largely partly burnt fuel which was consistent with observations of "crackling/splintering" and "little orange chunks" being pulled by the draught. Perhaps engine modifications could reduce this tendency with better coal yields possible.

On occasions I examined the fire with the pricker expecting to find accumulated ash or clinker but this was not the case. The bed remained loose and clean for the entire 3 hours running. No significant clinkers were found. Tube deposits were non-existent. Just a little grey fly ash. At no stage did steaming capability drop off as time passed. All in all a very satisfactory result with the conclusion the fuel was entirely suitable as a Char substitute.

To examine the economics, from analysis on previous occasions, Ground Level operations cycle at about 7 – 8 rides per hour per train. With loads being 20 - 25 people per ride, a single train moves 400 – 500 people in an afternoon. Even this is conservative as I have counted 600 before for my train on a busy af-



ternoon) Fuel consumed on this occasion was less than half a bag or <\$20 for ~500 rides.

What could go wrong? Toneya's grate has 3/16" (5mm) wide, taper section bars with 1/8" (3mm) spaces. I found some coke like pieces wedged in between the grate bars below. The pieces crumbled on touching them and dropped out. Possibly, if your grate was a traditional type without the taper these pieces may accumulate, especially with excessive poking of the fire bed and tend to block the air after a while. The fuel performs well. Minor adaptations may be necessary to optimize performance and economy. It is noted in the UK that bar spacings of 5 to 8 mm giving 60% air is typical.

WA Footnote: The Welsh coal was first tried at the Penfield convention at Easter 2015. Frank Lloyd of the Newcastle club arranged a pallet load after ringing around the clubs. Many thanks to Frank for doing this arranging! At this time arrangements for long term supply is unclear. The supplier is in New Zealand.

Ross Bishop and Toneya using the Welsh Coal on the July running day.





Above: Garry Buttel and 3658 are everywhere! Here they are at the Hot Pot. Photo: James Sanders.
Below: Some of the Discovery Walk helpers during blowdown.



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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.