

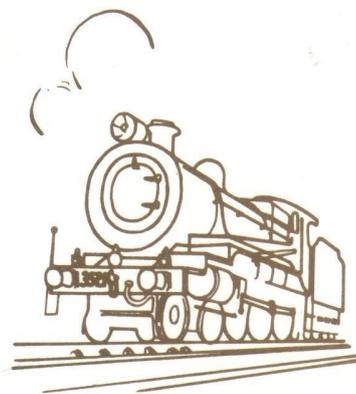
Sydney Live Steam Locomotive Society

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

'Newsletter'

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3609 was built by past member Peter Bradley, although it had never run at our grounds as he moved to Merimbula in his retirement and it was built there. Following his passing, Warwick Allison acquired the loco in a run down condition. Over the next 18 months it has been almost totally rebuilt including a number of improvements to make it easier to drive and maintain, and more representative of the round top version in the heydays of the 1930's. A completely revised cab layout and a removable cab roof improves access, and substantial boiler work including new water gauges and a ball valve regulator has improved the controls, new stainless lagging and, of course, a proper 36 class dome. It is currently undergoing final adjustments.

May Running Day.

This was our last running day of our autumn season. The only real indication that it was actually autumn were the copious volume of leaves that had to be cleared from the tracks and the path ways. Barry M spent a great deal of time on both sides of morning tea looking after the problem. The day itself was most pleasant with the temperature in the mid twenties, nice sunshine and a gentle breeze, what could be better. Setting up the grounds for the day's activities were looked after by John and Arthur, Martin D, John L and Barry M, already mentioned.

At morning tea we saw further progress by James Sand-

ers on his Z26 class boiler. This is progressing at a phenomenal rate and it will not be long before it is ready for a hydro test. We saw a very detailed dummy injector valve, 3D printed pattern and lost wax cast.

Nick steamed his blowfly 0-4-0 "Hart" mid morning to entertain the late Hart Brammer's son Phillip and family from Mittagong. Nick was very happy to meet Phillip and to be able to discuss Hart's fine workmanship. Phillip was able to take the loco for a few out and back runs on the elevated, (the crossing panels were still in place with our visitors still setting up their patches for the afternoon).



Nick and Blowfly in the loop with Gary Buttel and Impala setting up for the May running day.

Simplex, Garry and the B1 "Impala" as well as Paul and the 0-4-0 Hunslet. As mentioned earlier Nick had his blowfly. The running arrangement saw a seven car train with Garry and the 4-6-0 B1 train engine and Simon and the Simplex coupled in front. Nick had the Blowfly at the rear of the train as attached banker. The train ran well all afternoon with Greg C and Nigel Woolley as guard. Our four car train had the heritage 2-8-2 as the motive power with James S driving. Early in the afternoon there were only three cars loaded until mid afternoon when Arthur steamed the 2-8-0

With the pleasant weather we had a big crowd and there were enough locomotives on hand to provide the service. For the elevated we had the usual Hurst collection of Nigel Gresley and the heritage Mikado but the driver roster was a bit different as John was to run the 4-8-2 mountain on the ground level. We also had Simon and his 0-6-0

"Nigel Gresley" and coupled up at the head of the train. All four cars were then loaded for the rest of the afternoon with David J spending the whole time as guard. Paul ran a single car with his 0-4-0 Hunslet for the entire afternoon. Nigel W had some laps driving the bank engine while Nick was off getting some photos. On the elevated

station we had Graham T, Greg C and John L.

On the ground level outer early in the afternoon Lionel steamed his TGR R class 4-6-2 with Max at the regulator. Lionel was guard for a while. Mid afternoon the R class retired to loco and its place was taken by John H driving the 4-8-2 mountain. John had the locomotive running



Simon and Simplex leads Garry and Impala with Nick and Blowfly bring up the rear behind guard Greg on the May day.

Below: Another May scene with Ray and 3506 shunting the inner main carriage shed with John Tulloch's 5595 in the lead while Ross Bishop and Toneya passes with a full passenger load.

well as it has for many years and it sounded great as it charged up the grade each lap till the end of the afternoon. The second train on the outer was hauled by Mick's Wolgan Valley Shay. With Mick and Scott sharing the driving the loads were handled with ease, listening to the roar of the locomotive on the grade is very impressive. Guard for the afternoon on this train was Geoff Hague.

On the inner main Ross Bishop had Fowler 0-6-2 "Toneya" coupled at the head on one train. As usual Ross managed this train very well all afternoon and Tony E acted as guard. The second train had blue C3506 with Ray driving as train engine and John T and D5595 running pilot. They performed well for the afternoon. It was interesting seeing the different rotational speeds of the two sets of driving wheels with the slower rotation of the 35's compared with the almost frantic speed of the smaller goods locomotive wheels. Steve Border was guard for the train. Station masters for the ground





James driving the Heritage 2-8-2 with guard David Judex on the May running day.

level were Scott, Peter D and Neal Bates.

In the signal box Barry M, Martin D and Mark G kept everything in order and the trains moving. The gate was attended to by Neal Bates with assistance from Jo-Anne. Christine Hurst was our ticket seller for the day, the number of tickets sold was 3541 but John H has been checking the used ticket numbers and not all tickets sold are actually used on the day.

The canteen was looked after by Elizabeth, Joy, Kim and Diane providing a great service for our large crowd. The queues were long all afternoon, John L counted about 650 adults on the grounds at about 3.45pm, at the same time the queue for the inner ground level stretched well south of the club house.

With Warwick at another event the weekly report was excellently compiled and sent out by Nick Kane, thank you Nick. In Nick's report he mentioned that he has come to enjoy running as attached banker having visions of Lickey incline in the UK. So next time you see Nick at the regulator of the Blowfly as bank engine working hard to keep the train moving on the grade he is probably dreaming of being on the footplate of the big 0-10-0 banker or possibly a grimy 9F as was used towards the end of steam days in that part of the UK!

A big thank you to everyone who worked so hard to make the day a success.

June Running Day.

As these notes are prepared the weather is wet, cold, dull and just plain miserable! It is hard to realise that just 24 hours earlier we enjoyed a fine running day. Apart from the predicted doom and gloom for the weekend the forecast said that the rain for the Sydney area would clear on Saturday morning for a fine afternoon. By just after morning tea the rain stopped and by lunch time we had sunshine. The sun was rather warm for the time of the year as we were only a few days short of the shortest day of 2016. Setting up the grounds was looked after by Barry M, Graeme K, John H, Arthur, David J, David T Vic, Lionel and John L. As well as this Mark G had spent some time the previous Wednesday cleaning and checking the point mechanisms as the rain we had experienced had washed a bit of rubbish around the track. Lionel

spent his time topping up the coal bins, a very important task.

At morning tea we had some bits and pieces to admire. James S had the cab and rear bunker assembly well in hand with lots of rivet detail. Simon had completed a coal fired boiler for gauge 1 "Jack" constructed to Andrew's design. Geoff H showed some photos of Portmadoc and Fairlies and other things while Andrew and Nigel W were very busy with their lap tops exchanging files of interest to each of them.

John Hurst ran the Mountain on the outer main on the June running day.





Andrew ran V1224 on its usual haunt, the inner main in June.

comotive / driver combinations. A four car train was hauled by Nick and his 0-4-0 Blowfly as train engine and Evan and his 0-6-0 Simplex running pilot. Evan was using the tender from Zac's B10 for extra fuel capacity. The two locomotives ran well together, Nick and Simon shared the driving of the Blowfly. Disaster struck late in the afternoon when the Simplex lost a pin out of the valve gear and was detached and worked back to loco with a fire pricker in place of the lost pin. Evan was able to find a suitable screw and was eventually back on the track. Nick managed the four cars un-assisted using his hat to shield everyone from the cascade of cinders! The second train was hauled by Arthur's 2-8-2 Heritage Mikado with Zac at the regulator for most of the run. John L and David J were guards on these trains and station attendants were Arthur and Garry B. Garry had the B1 in loco but with the

As we sat down to lunch David J informed us that the elevated home signal, no. 9, was not working. Immediately after lunch this was investigated and we discovered the signal wire had broken inside its conduit somewhere under the platform concrete. With spare wire and wire clamps on hand David, Brian K, John L, Nick, Warwick and James S got to work and in no time at all the signal was operating again so all was well. It is amazing what a smart team can achieve in such a short time! On the ground level a couple of point problems emerged, all were sorted quickly but #6 points required attention well into the running time. It was determined that it was an underground cable fault so the points were booked out of order and some temporary bridging applied so that the signals could clear.

On the elevated we had some interesting lo-



More June scenes with, Right: David J giving the right away from the elevated station, and Below: 5595 and John T leading Graeme K and 2401 on the inner.



light loadings did not steam it. John L took a break from guard duties to provide a tea service for the elevated workers, this is much safer than carrying a tray of hot tea cups through the crowds as we sometimes have. Also on the elevated Zac was demonstrating his 2.5" gauge Fast Electric Parcel Van. This is fitted with a large electric motor and electronic speed controller and 2 batteries and goes very well. After running had ceased for the day, quite a few more mature members went for a run in the dark! Lots of fun and probably the most functional thing that the 2½" gauge track has had on it for many years! Some members are working to change that situation!

Duty Roster.

September. W.Allison, S.Collier, G.Buttel, B.Millner, S.Murray, V.Scicluna, G.Tindale, P.Brotchie, J.Sanders.
October. D.Thomas, B.Courtenay, G.Croudace, S.Larkin, L.Pascoe, S.Sorensen, D.Lee, N.Bates, B.Wilkinson, G.Hague.
November. J.Hurst, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, M.Yule, R.Bishop, G.Olsen, E.Lister, N.Wooley.
December. A.Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffa, J.Tulloch, Z.Lee, M.Dewhurst, N.Kane.

Gate Roster. September. Tony Eyre. October. Wayne Fletcher. November. Mark Gibbons.



Evan and Simplex leading nick and Blowfly during the June running day.

On the ground Ross arrived with Toneya, but had to leave again without steaming. We had John Hurst and the 4-8-2 Mountain running the only train on the Outer Main. Tony Eyre swapped being guard for driving for a while. David Thomas was also a guard on this train while Jo-Anne was the outer station attendant.

On the inner V1224 started out with an increased loading equivalent to 8 of the 5ft cars plus van. Andrew said the loco handled this with ease. Guard was James Sanders. Andrew had some initial trouble with brakes that forced a return to loco to investigate. After much work he returned to the train and found things not much better. Ray L was on the job and finally traced the problem to the isolating valve being mostly closed! Once this was resolved the V ran well all afternoon. Station master was Ian T with assistance from Wayne. The other train was Graeme Kirkby and 2401 4-6-2 who took 3 cars and van with Geoff H as guard. Later in the afternoon he was joined by John Tulloch and 2-8-0 D5595 as lead engine. In the signal box we had Barry M, Steve B and Warwick while Neal Bates was Track Superintendent. Bernie was on the gate and had an easy day while Mick Murray collected visitor's postcodes for later analysis. Peter W sold tickets. The kiosk was ably handled as usual by Liz, Di, Joy and Margo. Many thanks to David Thomas who took the pictures while Warwick was otherwise engaged.

We sold 1256 tickets for the afternoon, which is well down on a usual June running day. The weather had probably put off a lot of people but it did make the day very comfortable and more enjoyable.

July Running Day

A mild but good day today for our mid winter running day. Some sun but a fair bit of cloud, making photogra-

phy a bit difficult at times. Getting the grounds ready for the day were John and Arthur, Barry M, Vic, Graeme K, David J and Bill Perrins. Bill was much occupied with the blower clearing all the fallen leaves from the running tracks.

We were fortunate in having our Orange friends down for the day with 3 locos to help us out. We just had enough members to run a normal day and the trains were full all day. Ground level preparation saw 3 bogies changed out due to leaking diaphragms. When you realise we have something like 90 diaphragms in use across all railways and guards vans, it's not surprising that we sometimes get a few duds each running day.

In the elevated we had James' Z26 class having its steam test, a second attempt. Overnight it had seen a boiler lift to attend to some items. This time it passed and it had a run before axle pump troubles called a halt.

It certainly seems to go and with its round saddle tank certainly captures the Z26 character. This is our first 5" gauge model of a Z26 class to be completed, there is one other under construction and another planned! James had the family along to witness this historic event only about 8 months after construction started. This must be a club record, although the loco is not finished yet. Great work James, a great achievement. Also on display was C3290, under resurrection by Roger Kershaw. This loco was originally built by Ray Lee and has had a chequered

Diary

Diary Dates.

August 28	James Sanders birthday (Sunday)
September 6	Directors Meeting
September 11	Sunday Family Day.
September 17	Public Running Day
October 4	Members Meeting
October 15	Public Running Day
November 1	Directors meeting
November 5 & 6	Small gauge week end.
November 19	Public Running Day and next newsletter
December 3	Christmas party.

(Note Family day was October but has changed to September to go mid way between our other events in June and December and space it from the Small Gauge Weekend.)

Brian and Sue Carter dates:

September 6

November 1 & 29

Please advise Simon and Brian if you intend to visit. BYO char, coal and food.

Please see AME for other events.

Use of the Grounds

One of the privileges of membership is that members are entitled to use the facilities of the Society.

There are some restrictions based on the conditions of our lease, (generally not past 8pm) which are noted in detail in the Society Policy document which is displayed in the clubhouse and included in the Members Handbook. Also two people need to be present for safety reasons. There is no need to advise anyone of minor ad hoc use such as this.

If members wish to hold a private party of a larger nature which includes inviting other family members and friends, then they should make a request to do this. This is to ensure the event is considered an activity that has the Society's approval and that there is no doubt it would be covered by our insurance. To do this an email to our Secretary would be the initiator. It would then be discussed at the next meeting and its approval entered in the minutes. Thus advice before the meeting prior to the event is needed. This will also ensure that any clash of such requests are detected early enough to change dates if appropriate.

Members using the grounds in such circumstances should ensure that they have adequate support for set up and packing away, and also that their help fully understands how to operate the signal box and ground frame, and other facilities. If in doubt, please request assistance!

history. It is good to see it being brought back to life again. Meanwhile David T was doing a steam test on C3506 for Ray ready for a day's operation. Mick's Shay was in loco but wasn't steamed.

On the elevated railway we had the Hurst train with John and Nigel Gresley leading Arthur with the Heritage 2-8-2. They took 7 cars plus van and this really made the engines work! David J was guard all afternoon I think! The other elevated train changed a bit during the afternoon. It started out with Les Bird and his Z27 leading Nick's Blowfly. Simon had fashioned a spark deflector for the chimney based on a suggestion by Warwick and some artistic licence. It was successful in preventing sparks being aimed at the passengers but instead deflected them to the driver! As Les was a matter of inches from this Heath Robinson appurtenance he felt the full effect of its effectiveness. Consequently when Paul Taffa and Hunslet was added to the train, The Blowfly was altered to lead thereby proceeding with its work of art projecting high into the air, like a black halo, ahead of all else. Blowfly had a few drivers including Nick, Simon and James while guard for the train also changed from Simon to James and Wayne F to Bill P who had his baptism of running day steam operation today. They also swapped as Station Master as well.

On the ground the inner ran a standard train set of the Pullman cars with Andrew driving WAGR V1224 and with Brad W as guard. This train ran well all afternoon. The other train was Ross B and Toneya. Ross was on early giving some friends a taste of what it is all about! Guard was Tony Eyre and again this ran well all afternoon. Inner main station masters were Ian T and Carol Leggett. It was good to see Carol back at the grounds, she had been overseas re-



Here is Andrew again in July with V1224 on the inner main.

cently.

On the outer we appropriately had the Central West set being operated by our Orange friends. Roger Kershaw and his O class led Barry Potter and D5507. Guard was Max Gay. Driving was swapped around with Greg Bird as relief, although I also saw David T at the regulator of the O class. Station master was Lionel Pascoe and Max G assisted by Mick M for a while and David Thomas. The other outer train was Graeme Kirkby and 2401 being led by Ray Lee and 3506. Guard was Bernie for most of the afternoon followed by David T and finished by Peter D. John T also ended up being a guard somewhere as well as Ian T. There was a brief period where trains were held as a member of the public was in an area they shouldn't have been.

In the kiosk we had Liz, Di, Joy, and Margo who had a busy day. In the signal box we had Barry M and Martin D. Track Superintendent was Steve Border. On the gate Jo-Anne dealt with the money while Neal took postcodes from our patrons (2 from Ireland!) for Mick to analyse. Peter W sold tickets and for the day we had 3118 rides. Certainly all trains were full all day. This maintains our position as the best year yet by over 1000 rides. John H had a booking before hand for 100 adults and 60 children. This group did not all get to the grounds so there were refunds in order.



An interesting triple header for July with Nick and Blowfly leading Les Bird and his 27 class ahead of Paul Taffa and Hunslet climbing the grade on the elevated railway.

Many thanks to our friends from Orange for coming down and helping out. It must be a long day for them! At



Above: July visitors from Orange depot Roger Kershaw and 2304 leading Barry Potter and his 55 class climbing the outer main.

Right: Attending the BBQ on the President's breakfast!
Below: Ray Lee and 3506 leading Graeme Kirkby and 2401 leading passengers in the outer main station.

tea, John T showed us detailed plans for his multi loco elevated storage device which he patiently explained to all disbelievers.

President's Breakfast

Well the weatherman was right. Rain all day, although it was lighter through the middle of the day. Of course we had been presented with this problem on a President's Breakfast before, so we took it all in our stride! First at the



small leaks were detected, so some extra work is needed. John L had been optimistic and packed Z1915 and some wagons in his station wagon on the Friday afternoon but with the rain they were not unpacked till the following Tuesday, sometimes you just cannot win!

Warwick had a new elevated bum truck. This was given a test run to see if any tweaks were needed. This is needed to permit the running of multiple small gauge locos at once!

A new pad lock was applied to the now white box for the elevated signalling.

Martin D replaced a signal box LED and discovered that leaving your soldering iron in the rain trips the signal box RCD! Andrew and James spent some time helping David J work on his Ellie. This progressed **Continued page 10**

Editorial

The health of any organisation can be measured by the level of member activity. At the present time the SLSLS seems to be in very good shape. The boiler inspectors have been quite busy of late with certifying recently acquired locomotives and there are a large number of new boilers being built. A good number of these new boilers have been for gauge 1 or 2½" gauge locomotives so we will have the small gauge tracks put to good use once again. There is a lot to be said for these locomotives, ease of transport for one.

Our membership is steadily growing with plenty of involvement in the regular maintenance that we require to keep our grounds and miniature railway infrastructure in good shape for our more than ever popular public running days. Let us hope that as we head towards our 70th anniversary in two years time that this trend goes from strength to strength.

John Lyons



President's Report-2015/2016

1. Running Days & Events

The 12 months passenger figures were 31978 (12 months to end of April) compared to 27801 for the same period last year and 26371 the year before. We lost no running days to rain and with the monthly figures being consistently above average, the only month a bit low was December and that day was extraordinarily hot. 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 28851 for the 2015 calendar year. However we have become aware that substantial numbers of tickets are not used for rides, and this number is increasing meaning that our statistics are distorted. Taking these into account gives us a maximum rides figure of around 3000 each running day. Unfortunately we had 2 injury incidents during the year, 1 in October and 1 in November. The injury rate is calculated from quite small numbers and a single incident has a significant effect on the statistics. This has resulted in our injury rate slightly reducing from 0.02% to 0.0134%. We have previously achieved half this rate.

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.

Our charity day for RedKite last November had 2415 rides, which was a good result, and improved on the previous year.

The Society's special events for members and friends, the President's Breakfast in June, the Family day in September, the Christmas Party, and our March members day were all very pleasant affairs, although some were not as well attended as expected. Our Small Gauge Day in November was in fact a weekend with beautiful weather and a good attendance, including two from Queensland.

2. Financial Results

I would like to thank John Hurst for his efforts this year. As we have come to expect the financial report was available immediately at the end of the financial year. The end of year resulted in a profit and our reserves are becoming significant. 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. Having sound financial management is an immense benefit for us, a task most of us would not want to undertake and we owe John a vote of thanks for this. Thanks John.

3. Our Membership

We ended the year with 66 members (including country members & those awaiting acceptance). While we lost a couple of members we have obtained some new ones keeping member numbers fairly constant. Thanks to John Lyons who has continued with our newsletter with an ever increasing service record, now 40 years in the position. The regular Saturday email has continued and is good up to date information for supporters of the Society as well as members. Thanks to Simon and Nick 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. Andrew's Ellie series has taken a fair amount of page space and many examples are known to be on the way.

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, David Lee, Steve Border, David Thomas and Neal Bates.

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.

In the kiosk, we are very grateful for the assistance of Liz, Di, Joy, Margo, and Gai and others who help from time to time. Ticket selling was handled by Peter Wagner. Thanks also to Jo-Anne Topp who has assisted in a variety of roles during the year.

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

Special thanks 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! Special thanks to Sheila Dewhurst who has transformed the clubhouse garden.

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.

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

4. Projects

Mark Gibbons does regular maintenance on the point motors while bogie maintenance is still done by Mick Murray. Work is in hand by Martin Dewhurst to replace the elevated signalling control equipment and the equipment box for this has now been mounted. LED lights have been fitted to the elevated signals at the station. New galvanised steel channel has been installed on the elevated loco road and so far this arrangement has been quite satisfactory.

Repairs have been made to a number of elevated carriages, including new end boards. Thanks also to Arthur Hurst who has repaired the Old Girls tender with a new stainless tank. and other maintenance work.

Geoff Olsen has kindly replaced the old green box with a new stainless steel distribution box mounted out of the way. This work was done mainly during the week in muddy and sloshy conditions with assistant Tony Eyre. The removal of the old green box has allowed the inner main station to be extended with new concrete incorporating a storage area for our spare track panels. This has tidied this area up significantly. A large number of other projects, including much repainting and repair has also been carried out. Thank you to everyone who has contributed not only to projects but also grounds maintenance throughout the year.

5. Model Engineering Activities

We see progress regularly at the morning tea table. Special mention must be made of Simon who has assisted Nick in completion of the Brammer Blowfly, and to all the other members who have made a contribution here. Simon has also been distracted by Gauge 1 thanks to Andrew's Ellie construction series in AME! Andrew has also produced the clubs first coal fired 1 gauge loco. We have seen James Sanders' prodigious output with a number of Gauge 1 locomotives, rolling stock and a 5 inch gauge 26 class, which is likely to be steaming in less than 12 months from start. James always has something to see at morning tea!

Ross Bishop and Jim Mulholland's ploughing engines have made significant progress and we regularly see large quality components for these machines. My 36 class rebuild, built by previous member Peter Bradley, has had its steam test and fine tuning is taking place. Ray Lee's P class continues to amaze with its rapid progress and plenty of detail, so I think it can be said that model engineering is alive and well. Congratulations to James Sanders who won the AME U25 award at this years convention, and to Andrew Allison who won the QSMEE trophy for his A10 loco.

6. AALS & AMBSC & Other Visits

The convention this year was at Cobden in Victoria and a number of members attended. Members also attended other clubs invitation days, including Newcastle, Hornsby, the popular Hot Pot and the scale day at Orange. We are usually well represented at other clubs invitation runs.

This year I stepped down as the AALS Safety Committee chairman after a 7 year stint and as AALS webmaster after 16 years. However David Thomas is now AMBSC Secretary, retaining the Societies involvement with the guiding association for our activities Australia wide.

7. Our Future

I believe the current Board is working well together. This year we are pursuing a renewed lease for our grounds amidst an environment of council amalgamations and increasing suburbanisation and congestion. We have some prospective new younger members and have an ever increasing attendance from the community. Our challenge after the lease renewal will be how to best handle the increasing numbers which puts not only a greater demand on members, but a need to increase the safety and effectiveness of our operations. I think we can be assured that our Society and what it offers is unique, but I don't think our public days will ever again be casual affairs.

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

Thank You.

Warwick Allison 7 June 2016



David Judex's freshly built and certified Ellie boiler!

well until he had a rolling chassis by the time we went home!

Zac brought along a nitro powered electric drive 1 gauge chassis. It took a little time to get it running but it certainly did and the electric generator to motor drive actually worked!

We restored the BBQ fire and by lunch time, it was well alight. Neal obtained some more bread rolls and we did it all again with Peter D as chef! Interestingly by the end of lunch we had nothing left!

Thanks to everyone who came under adverse circumstances, it was a shame we could not run any locos, but of course a good time was had by all!

Run for Cromehurst Special School

What a glorious day and quite warm, about 25 to 27C depending where you were in the Sydney area. A bit surprising for two weeks from winter!

Arthur had left home at 4am to beat the traffic and to arrive at the grounds at 6.30am and open up! John H and Barry M were also there early and by the time Warwick arrived just before 9am, setting up was well in hand. It was good to see Brian Muston who came along and showed us his U105 smoke box, a fine bit of machining and very solid as well.

We had the Hurst 4-8-2, the Old Girl, and Garry's B1 available for train operation, while David Thomas had his S class for a demonstration run as well.

While the Mountain got its train out and shunted to the inner main, John was having injector trouble so came back to loco. Meanwhile Arthur was hauling a demonstration goods train on the outer main. Garry had collected 3 cars and van from the inner carriage shed but had some brake trouble, soon resolved due to the fact that he had not opened his isolating valve! Thus after a hesitant start Impala took the first train load, but it was heavy work so some loco re-arrangement were called for. Arthur turned the Old Girl and then double headed with Garry. This made a fine sight and sound as the Old Girl provided all



the audible chuffs!

David Thomas then ran light on the outer. The S seemed to have 2 speeds. Stop and very fast!

The school children were well accompanied by teachers and parents and they certainly seemed to be well controlled and had a good day. They took special care to ensure all the kids had a ride even those for which it was a bit difficult. They arrived about 10.30 or so and left just after 1pm.

John and Arthur Hurst, Barry Millner, Garry Buttel, Geoff Hague (guard), Graham Tindale, Ian Tomlinson, Peter Dunn, Simon Collier, Vic Scicluna, David Thomas and Warwick were at the grounds to help run the day. Many thanks to all who came to assist, the Society hope that the children, their teachers and carers had an enjoyable day.

Works Reports Grounds.

A lack of hot water in the shed was due to the timer being out (it does this as various small power outages all add up). After adjusting the timer the other material in the shower room was sorted into useful material and rubbish, with the rubbish added to the bin and the useful items (screws and paint) being transferred to where they should be.

Martin and Sheila have attended to the clubhouse garden and this is taking shape very well with numerous plants in flower. This was the impossible garden so they have done very well!

A blown out fence panel has been attended to by Brad. Apparently the lower rail had dropped due to a lack of screws. Brad certainly fixed this! (I think we have some screws left!)

Geoff Hauge has sanded, primed and top coated the peeling paint on the clubhouse posts. This looked so good he also did the ladies toilet door which now looks very nice indeed. Professional jobs!

James replaced some of the defective tarps on our Ron Larkin supplied seats and also wrapped up the station indicator board for protection. A proper cover is still awaited.

David Thomas was on a wandering jew hunt amidst the bushes.

The bubbler has been leaking and was removed by Neal for repairs by Warwick. On reinstallation it broke in half, so now it has also been silver soldered together! For those who do not know, this bubbler is a genuine heritage rail-

David Thomas gave the S class 4-4-0 a go on the Cromehurst special day.



Newcastle Convention 2017

Registration forms have been released for the convention in Newcastle next year. You will have to register to attend and the arrangements are a bit different (and perhaps simpler) than usual. There is no catering, but shops are close. Details are available on the LMLSLS website. Registration is low cost as there are no meals included so register now!

way one!

Simon and Bill P have been hard at weeding and pruning the ticket office garden. Bill has shown his skills in turning the soil and this is certainly looking good. He also looked like he was enjoying it!

The club amplifier has been a bit scratchy on the left channel, so Mark Gibbons has attended to it, finding some dry joints on the circuit board and repairing them. Peter W has removed the ladies hand dryer for attention, another IC problem most likely. Warwick and David T replaced a damaged seat back on one of our picnic seats with a nice hardwood plank. David T painted it as well!

The blue trolley was found to have a damaged wheel so a spare was found and this was replaced by James, David J and Peter D.

Elevated Railway

Work has commenced on replacing some of the damaged beams and repairing the posts. A 4ft elevated concrete beam has been extracted from the store and transported it to metreage 344. David J, Brad, James and Nick had this done in double quick time. After lifting the track the old corroded beam was removed and replaced by our spare. Peter D removed the packing on request and the track was replaced. To finish the job the old beam was broken up by the sledgehammer (everyone had a go) for disposal in the waste, which unfortunately also damaged the sledge hammer, so a new one was obtained.

James, David J, Andrew, Peter D and Warwick extracted a further 2.4m concrete beam from storage and transported it to the site where it was to replace one with concrete cancer. The following week we had a good team of James, Nick, David J, Neal B, Jo-Anne, Geoff H and later Bill P who changed it out. Jo made the perfect mortar mix which proves it must be like making cakes! The old beam was broken into two pieces, and placed on the elevated loco roads where upon it mysteriously vanished!

James, Andrew, Geoff H, Bill P, Arthur, David and Bernie assisted in extracting a further 3 long beams



Replacing the defective beam at the top of the grounds.

from storage and transporting them to site to replace some existing damaged beams on future Saturdays. One post is also planned to be replaced between two of the defective beams.

Brad has had a look at the concrete beam moulds and discovered one had rusted through, but another has been selected for restoration and storage in case it is required for some new beams. He has scraped and sanded this and coated it with rust converter. It will be stored with the other spare track panels when finished and the other damaged ones will be disposed of.

John Lyons did some cleaning up and painting at the ground frame, especially the intermediate support. He also regularly cleans out the station roof gutters and has done some checking of the levelling of the elevated loco roads and has discovered the fall is up to 75mm on one track. This is the road that connected to the old un-loader. This cannot be remedied by a simple adjustment so some extra thought is needed. We have some plans in hand to make them right!

On investigating a defective light on 6 signal the whole unit fell off in Warwick's hands so the rusted bracket was

cleaned up, re-welded, painted and remounted. Bill P and Geoff H were enlisted to assist.

Ground level railway.

James has installed a new level crossing

Left: Repairing a lifted retaining wall log. Right: More elevated beam changeouts.



mid track timber at the inner main level crossing. The old one was well and truly rotted away. This one is made of plywood. Thanks to Simon for chamfering the ends. James even rust converted the rusty sleepers underneath! After morning tea on one Saturday our young crew were champing at the bit to do things, so they were led out to our pine log banana retaining wall near the ground level carriage shed. This had lifted at the ends. Previous attempts at taming this banana log had proved futile. It was removed and the ground excavated for its reinstatement in

Right: Barry Milner supervising Mark and Peter testing No. 6 points cabling.

Below: Brad cleaning the elevated beam mould.



line with the adjacent logs. Hopefully it is old enough to stop its bending antics. We will see. Thanks to Brad, James, Nick and David.

Mick has provided a large box to improve spare bogie storage in the ticket office. This has a signal box key to provide some additional security. In working on some bogies Mick has discovered that our 4 elevated bogie types are actually 5!

Peter D and Paul B removed a set of points from the transfer road and replaced the badly corroded sleepers with new stainless steel ones. This operation involved removing the points, welding on bars to hold its shape, removal of the old sleepers and welding on the new ones, and then removing the temporary bars and reinstating the running surface. A sensitive straightening process using a sledgehammer was then undertaken before its replacement in track, in time for a later afternoon tea. This work is essential for ensuring the longevity of our track and is much appreciated. Wayne F supplied the stainless sleepers. Thank you!

Signal Box

Martin D and Mark G have installed a telephone test socket in the signal box. This will make it much easier to debug telephone problems as both handsets can be in the one place! Martin has telephone reliability in his sights

Phillip Brammer and son made a visit to see Nick's Blowfly 'Hart' now it is finished and running. It was Phillip's father Hart who started the engine and after finishing by Simon and Nick it was named after Hart.



and is working to understand what the problems could be. The Saturday after the points failure on the June running day, Mark G and Peter W had got out all the tools all ready to make the repair. With Barry M in the signal box we put in a wire bridge to prove that the problem was an underground open circuit. We were a bit short of cable but some TPS was to hand so it was decided to install a run of this to supplement the existing cable. Peter did a great job installing this mostly himself until Mick gave a hand in the afternoon. The end result is 6 points all functional again! Peter Wagner did some further tidying up a couple of weeks later.

Warwick co-opted Martin D to assist in some wiring clean up in A box. This work was successful with much temporary wiring removed and this will assist fault finding and improve reliability. Additionally the power feeds to the heaters in A box was investigated further and a defective cable core was confirmed isolated and temporary wiring installed made permanent. To finish some redundant wiring in the signal box was also removed and tidying up undertaken. Subsequently the signalling circuits were updated to reflect the recent changes.

Members News

We were pleased to welcome Bill Perrins a prospective





Above: Ray Lee's new 32 class loco looking lovely, while below Ray's original P class being restored by Roger Kershaw.



Right, James Sanders' 26 class boiler under construction.

good indeed. Happy birthday John, now well and truly in middle age!
At the August meeting Evan Lister was accepted as a full member of the Society. He already has two locos and a job looking after our Facebook page! Congratulations Evan, we hope your time with the Society is long and enjoyable.

Loco & Rolling Stock News.

Warwick and Andrew attended the Small Gauge Revival at Moorabbin in May which was a very friendly and enjoyable affair. Lots of little engines running and on display. The SLSV are considering a contingent to visit us for our small gauge weekend. I think we are on the cusp of a small gauge revival! It was good to also see Dr Orr's famous Pacific in steam. This is quite a heritage loco from the 1950s.

member who was introduced all round. If you come across Bill, introduce yourself to him! He is building a Don Young O2 (a 0-4-4 from the Isle of Wight).

Quite a few members visited Allan Mackellar in Westmead following his fall. He has now been transferred and will be living in Uralla where he can be well looked after. Best wishes Allan. The emails will keep you up to date!

It was odd to see John T working very hard very early on the gardening roster and then to leave and return with 5595 which was duly steamed up as special visitors arrived for an afternoon tea put on by Liz and others. It was John's 40th birthday! There were plenty of cakes and goodies to eat as well as a train to have rides on. The beats do sound very

Warwick showed an old boiler for a Beaver 0-6-0 which had been cut apart to reclaim some copper. It had a difficult internal leak so a replacement was being made.

David J has been working hard on his Ellie, now a rolling chassis, under the tuition of John L and Andrew and James. John L and David J had wasted no time in loctiting the bearing bushes into David's Ellie chassis. There were also some holes drilled in the base plate and work done later with James for the sides. On the first Saturday in July a boiler making record must have been set. When David J arrived at the grounds that morning he had the collection of components for his Ellie boiler by the end of the day he went home with the boiler silver soldered, tested and stamped with its registration number. David has commenced some of the painting.

James' Z26 class has been seen substantial progress weekly. He has shown us a good number of valves he has made. We have also seen James' 26 class super-heaters built on the Ray Lee principle and using V class cast offs! Detail parts such as the headlight and access ladders all



David Judex trying out Warwick's 3609 during its trial runs.



Above: James 26 class now in steam!
Middle: Evan's new Speedy acquisition.
Below: Zac and his 5 inch gauge Tich.

look very nice. The boiler was produced over the school holidays and it was in steam before he went back to work! Adjustments are continuing to be made but it certainly goes and in only 8 months! James has also made a new elevated riding car especially for service with the Z26. The week after the July running day he steamed the 26 in order to test the revamped axle pump and try out the riding car. After lunch a few people turned up who can't count Saturdays on calendars! James took them for a lap for which they were most appreciative. The Z26 needs some



blast pipe and smoke box vacuum attention to improve its steaming under load. Painting has commenced. Warwick had some laser cut Britannia cab parts from the UK's Model Engineers Laser to show off. David Thomas showed us his nice equalising beam for his 620 class which will vanish under the rear of the loco one day! He also had his 620 class smoke box front, a very different shape to what one would normally see. Simon showed us his 'Jack' parts of laser cut frames and lost wax castings which had arrived during the week. This will put back the B1! At least the Jack boiler is complete! Arthur showed us a cylinder from the old Ron Larkin 35 which he is doing up. Ray Lee had 3 locos on one Saturday. Boiler inspector Andrew oversaw hydro tests on Rays 35 class and 3.5" gauge P class. On display was his 99% complete C3281 just awaiting a paint and a tender! To see the latest progress on this locomotive is an absolute inspiration. David Lee had his 2 GM diesels down for a back to back test drive, while Mick and Scott had Tinkerbelle and short goods, including Micks 1.5" scale HG brake van. Certainly a sizable carriage! It seems Harrison did all the driving with considerable horn practice. Warwick brought along a 2.5" gauge tender for Ayesha - 4 days work. Work is slowly progressing on the boiler as well as one for Andrew's Austere Ada. Geoff Hague had some plywood destined for boiler formers. Simon's Jack coal fired boiler based on one designed and built by Andrew has been completed and tested. Wayne Fletcher had his 34 class boiler for a test. Lots of boiler work happening! Nigel W had brought along Vic's repaired Jubilee boiler and Andrew gave it a successful hydrostatic test. This needed work on the crown stays, and shows it is quite possible to repair a boiler which is deficient. Warwick has test run C3609. After a couple of successful laps a load trial was attempted but unfortunately a pin securing the lifting arm on the right side sheared, so we had an engine in forward on one side and reverse on the other! At least it was now lunch time, so the fire was dropped and after lunch she was packed away. A couple of weeks later another attempt which this time managed to survive the day without anything else coming adrift. There were quite a few drivers and a 5 car train was attached to give it some load. The running gear all appears satisfactory with very smooth tracking through the points and curves however the valves still need some attention. Ross Bishop and Jim Mulholland's traction engines have been progressing with us seeing parts very regularly including wheel cleats, gears and other components, all exquisitely produced. Simon had a casting for a South Bend lathe cross slide he is machining. This will be a very useful accessory for the Hercules lathe that recently was added to his workshop. A couple of new locos also made their appearance today including a 5 inch gauge Tich which Zac Lee had Andrew do a boiler test on, and a Speedy acquired by Evan complete with passenger riding car with Harrison Ford and other faces from glossy magazines seen in the windows as passengers. Both engines had some difficulties but they didn't stop Zac and Evan making the most of the opportunity and giving them a run on the outer main. There were plenty of onlookers!

Over the Hump!

Spark Arrestors. Ross Bishop.

On the May running day I tried out a new spark arrestor. John Hurst has been experimenting with a similar idea in his "Nigel Gresley". The screen is made of fine stainless steel wire (perfectly formed under 10X magnification with 220 micron square openings.)

At my place of employment, all production, corn starch, is sifted through screens like this to ensure uniform particle size and catch any foreign objects that should find their way into the product.

The screens are checked at regular intervals. If they become damaged, all product sifted after the previous inspection is quarantined and re-processed. While my spark arrestor is from damaged screen, a spark arrestor does not need to meet food safety standards.

The mesh cone fits neatly over the blower ring and on the outside of the petticoat with a few screws to clamp the screen. There is an unobstructed passage for exhaust steam up the centre so no oil comes in contact with the cone. Air flow resulting from the smoke box vacuum must pass through the screen to exit via the chimney.

I wondered if it would become choked with cinders cutting off the draught and affecting the steaming. I checked it a couple of times during the afternoon (Ray Lee thought I had a baked lunch in there). Although I could see it had gathered a good coating of particles the steaming was normal till the last half hour when I noticed that the boiler had slowed slightly. However, that could have been from running the fire low in anticipation of coming off and getting home in time for dinner.

The photo shows the screen upon opening the smoke box door after four hours of heavy steaming. Cinders were easily brushed off leaving the mesh clear. The result was very successful with practically no sparks exiting the chimney.

This is a great improvement; my routine upon arrival at the platform is to put enough fuel on the fire for the next ride. With the damper opened it cooks away in there and comes to life as I leave. The engine usually blows off after the Hawkesbury bridge indicating she's ready for the climb ahead. Pulling out of the bottom curve with a full load, cold cylinders and a green fire is asking a lot. Being able to leave the damper open till the fire burns through helps maintain full boiler pressure throughout.

After a train length or so I drop the damper and control steam production by cracking the fire doors and using the injector... Previously, opening the damper under such heavy steaming conditions would have red hot embers over the passengers and I would have to throttle back at the worse time. Not now with the spark arrestor!





David Thomas has relieved Roger Kershaw on the 23 class as he leads Greg Bird on Barry Potters 55 class on the July running day.
Below: Arthur and the Old Girl leads Garry Buttell and Impala on the occasion of the Cromehurst special school.



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

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