

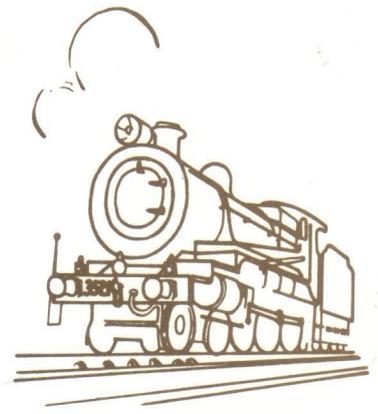
Sydney Live Steam Locomotive Society

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

'Newsletter'

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Wayne Fletcher poses with his recently completed 5" gauge Baldwin 2-6-0, before the May running day.

May Running Day

In contrast to the day that had proceeded it, our May running day turned out to be a lovely day, with sunshine prevailing for the entirety of our day's activities. Ample staff and motive power made this a very enjoyable day indeed.

On display in the clubhouse was James' 3.5" gauge Buffalo project, now fitted with its boiler and a 4 start square thread reversing screw made from a 3D printer linear drive screw. In addition to this, we saw David J's Manning Wardle eccentrics, which he had spent some time constructing at Simon's house under his guidance. To compliment this, David also had some nicely made axle boxes, which he had constructed with assistance from John Lyons. Paul B exhibited his O class front bogie support, complete with swing links, this being made to the beautiful standard that is present in all the components we have seen thus far for this interesting engine. In addition, Ross had

his Fowler traction engine builder's plates for us to see, these having been the subject of a very interesting article in the last newsletter.

Early in the day, Mark G and Warwick attended to a broken wire on number 19 points. Sometime later, erratic action on number 44 points was also the source of some attention, thought to be caused by a possible bent drive rod. Warwick replaced a regulator on the elevated No.8 signal, while Mick was engaged in the fitting of a new type of flashing tail light.

We had a wide range of locomotive stock ready for the day's oncoming proceedings. A source of particular interest in elevated loco was Wayne Fletcher's gleaming new 5" gauge Mogul now (almost) complete, and resplendent in a coat of glossy black paint. Wayne had recently tested the locomotive at the club, after several years of not having had a run. Many mem-



Tony K and John H blast upgrade on the May running day.

bers would remember Wayne having run this engine at the club, minus tender, as he gradually worked to complete it. Wayne started off leading James' 2604 on four cars, which they seemed to handle quite well. However, fairly early after public running had begun, the pair were forced to come off, both engines having suffered from lubricators not doing the job for which they were intended. However, after this had been rectified, they were back on the mainline, with engine formations having been somewhat altered. Wayne's 2-6-0 was coupled to the back of the train as banking engine, while James' 26 class was augmented at the front of the consist by Simon's Simplex. Not having the Blowfly with me on this day, I acted as guard on this train. Wayne very kindly offered me a drive of the Mogul, and very enjoyable this was too. It certainly felt strange driving at such a high altitude, as the engine has a ride-on tender, which feels very high up when on the elevated! The other elevated train consisted of John H and Nigel Gresley as train engine, with Tony K and the Ten Wheeler leading as pilot. David J was guard on this train. Warwick noted that it was interesting to hear the O1 loose its feet as they climbed towards the signal box, while the Ten Wheeler just seemed to keep plodding along! Elevated stationmasters were Bill P, John L, and Paul T.

On the inner main ground level, we had Ross and Toneya on one train, with Tony E as guard. The other inner train consisted of V1224 with Andrew driving for most of the day, while Warwick rode as guard. Towards the end of the day, David T took over as guard, allowing Warwick to spend sometime in the signalbox. The inner station was in the capable hands of Carol and David T, until he took over from Warwick as guard.

The outer main saw Lionel's R class, driven by Max, on the Central West set. Arthur rode as guard. The other outer train consisted of Graeme K with 2401 as train engine, and Ray with 3506 as pilot on (appropriately) the blue set. Guard was initially Bernie, however later Peter D took over. Stationmaster was Paul B, however I

believe a bit of swapping did take place throughout the afternoon.

Ian T was gate keeper, while Peter W sold the tickets. In the signalbox were Barry M, Mark G and Mick M, while Steve B acted as track superintendent. As always, Liz, Di, Joy and Margo did a wonderful job of manning (or womanning?) the canteen. Operations seemed to run fairly smoothly all afternoon, however we did have one incident of grazed knees and hands due to passengers leaning over too far. Overall, we managed a total of 2168 tickets sold.

June Running Day

While a June running day was a bit on the cloudy side, an absence of rain made this another very pleasant day. Some work had taken place during the week to prepare the grounds for the day's operations- Martin D and Warwick

had attended to a flooded point machine, while Peter W fixed some loose laminex in the kitchen. John H had installed a cover over the turntable balance weight, in order to prevent any spliced fingers.

In the clubhouse, Martin Yule displayed his 38 class boiler plates, while James had his Buffalo boiler and superheater on show. A hydrostatic test courtesy of Andrew and David T identified a few minor weeps that needed attention. Mick also had the Shay in loco for a squeeze, however some minor issues prevented this from being carried out. Warwick had his 3.5" gauge Beaver 0-6-0 chassis with boiler mounted on display. Before morning tea, John L and David J had been engaged in machining axle boxes, using a jig secured in the 4 jaw chuck on the club lathe.

At lunch time, Warwick presented Ray Lee with his Life Membership badge in front of all members who were present for the day. I think we can all agree on the fact that this well deserved. Ray, rather amusingly, responded with a statistical history of



Our June running day outer main triple header.



Gary with the B1 leads Wayne with his new Mogul and Tony K with the Ten Wheeler upgrade on the June running day.

the number of laps, km, and hours, etc, that he has undertaken at the grounds in all his 52 years of membership!

On the elevated, we had ample motive power to get by. James ran 2604 on one car, but had to leave early. Simon with Simplex, and myself with Blowfly 'Hart', took a train of four cars, with David J as guard. Midway through the afternoon, I noticed quite a bit of steam leaking from the left hand gland on the Blowfly, which was due to a loose gland nut. Both Simon and I encountered a bit of trouble with slipping, with the Blowfly particularly struggling to hold its feet as we began to dig into the grade. This was rather odd, as Simon and I had hauled four cars (and on several occasions five) with little difficulty in the past. The other elevated train was made up of the very unusual combination Tony K and the Ten Wheeler as train engine, Wayne and the 2-6-0 coupled in the middle, and Gary B leading with the B1 on seven cars. Guard was Neal. The elevated station was manned by John L, David T, John H and Paul T.

The inner main ground level had Ross B and Toneya on the green set, with Steve B as guard. They seemed to run well all day. The second inner train was made up by Warwick's V1224 as train engine, and Graeme K's 2401 as pilot. Guard was Graham T, who was later replaced by Bruce H. Stationmasters were Ian Tomlinson and Carol.

The outer saw Ray and 3803 on one train, with Tony E as guard. About halfway through the afternoon, 3803 retired to

loco, being replaced by the Mullholland's 3901, with Jim and Dom sharing the driving. Arthur H and the 2-8-2 took the Central West set, being led by John T and 2904, and our Victorian guests Anthony and Brendan Daniel and Danny Gilliland with a LSWR Drummond 4-4-0. Les Thompson did much of the driving on the J class. Guards were Geoff H and Bernie, with Jo and Mick acting as stationmasters.

There were a couple of derailments throughout the day, due to passengers leaning over. One of these resulted in the demolition of a bogie! In addition, there was one instance of a cinder in an eye, something that we do need to be careful of in this very safety conscious age. Track superintendent was David L, while Martin D and Barry M kept everything running smoothly from the signalbox. Ticket sellers were Peter W and Margo, while gatekeeper was Zac, being assisted at times by Jo. The canteen was handled by Liz, Di, Joy, Margo, Gai, Lee and Ruth Thompson (quite a crew!). We sold 2738 tickets, about 500 above the average figure for June, however well down on our record for the month. The bowling club must have made a decent profit, as we had one of the biggest turn ups there following running day for some time. It was nice to be joined by some of our Victorian guests for dinner.

July Running Day

Despite a bit of dismal start, our July running day cleared to a lovely sunny day. A good roll up of the public, together with



Max Gay attends to Lionel's R class on the July running day.

four party groups, certainly kept us on our toes.

On display in the clubhouse were Andrew's 3D printed 38 class tender spring pockets, one printed very nicely from a brass / stainless steel composition, and the other in plastic. Andrew also officiated a boiler test on Lionel's R class.

Quite early on, Mark and Warwick attended to a couple of minor signalling and point issues, including a juzzing relay in D box which proved to be a rather difficult one to solve. With some assistance from Martin D, they eventually managed to rectify the problem, however the exact cause is still a bit of a mystery. A broken fence wire was also identified and attended to.

On the elevated, we again had an interesting array of motive power. Zac and the B10 led Tony K and the Ten Wheeler on four cars, with Bill P as guard. Tony kindly allowed me to drive the 4-6-0 for a while later in the afternoon, although I think my hands spent more time on the chime whistle valve than the regulator! The other elevated train was hauled by James' 2604, leading Arthur and the heritage Mikado on five cars, with David J as guard. Almost as soon as I hopped off the Ten Wheeler, James offered me a drive of the 26 class, which, like the experience behind the 4-6-0, was most enjoyable. The elevated station was capably handled by Paul T, John L, and our new prospective member Deven.

The ground level inner main had the usual combination of Warwick's V1224 with the Pullman set. Andrew did most of the driving on the V class, and Bernie acted as guard. When Bernie had leave, Ian T took over as guard. Ross and Toneya took the green set, with Graham T performing guard duties. Peter D did a bit of driving on the Fowler later in the afternoon. In addition to this, Neal relieved

Graham as guard later in the afternoon. Watching the inner main platform were Bruce H, Ian T and Carol. I think a bit of swapping did occur here and there.

The outer main Central West set was coupled to Lionel's R class, with Max doing the driving. I believe Max has done some work on this engine recently, the results of which could certainly be seen, with the light pacific having no trouble in lifting a full ground level set up the grade, with seemingly plenty of steam to spare and dead square beats. I was initially guard on this train, but was relieved by Nigel Woolley when I went off to perform newsletter photographic duties (being distracted by driving offers in the process!). The other outer train was handled by Ray's 3112 and Graeme K's 2401. They took a bit of time to get started, encounter-

ing vacuum ejector problems on both engines. Guard was Tony E, being assisted at times by Geoff H. Stationmasters were Lionel, Martin Y, Neal and Peter D. I did note that there was some migrating of stationmasters between stations.

Signallers were Martin D, Barry M and Mark G. Deven also spent some time familiarising himself with the operation of the signalbox. Track Superintendent was David T, while ticket seller was John H, deputising for Margo and Peter Wagner who were away. Liz, Di, Joy and Chris did their always wonderful job of running the canteen. Everything seemed to run very smoothly, and trains rarely left without being at full capacity, and indeed we managed 3046 rides for the day.

President's Breakfast

Our annual President's Breakfast run was, as usual, a wonderful day, with much socialising and fun running locomotives. Arthur was at the grounds early in order to get the BBQ ready for the namesake breakfast, being followed shortly after by Simon,



David Judex has a drive of John Lyon's 19 class on our President's Breakfast.



Neal Bates giving Butch a run during our President's Breakfast.

Andrew and Warwick. A mouth-watering early meal of sausages, bacon, tomato and onion was ready for serving by 9am, and devoured with much gusto.

After breakfast, Neal engaged himself in cutting up some steel plate for the members who had advised that they wanted some, and this was no doubt much appreciated by the interested parties! As a point of interest, this steel is located in the elevated loco area near the shed. It has been requested that if anyone wants some, they please ask a Director and then remove it.

A good roll up of various members' locomotives certainly contributed to the enjoyable atmosphere. On the ground level, these were Warwick's 3609, Graeme K's 50 class (complete with scale goods train), and Ray's A2. Ray very kindly offered me a drive of the A2, something which I enjoyed immensely. Later in the afternoon, I was also privileged to take to the regulator of Graeme's Standard Goods. It was very relaxing plodding along at branchline speed with the beautiful rake of NSWGR mixed rolling stock in tow. All engines ran on the outer- as Warwick said, it must be simpler!

On the elevated, we had Tony K with the Ten Wheeler, John L with 1915, Wayne with his new Mogul, and Neal and Jo with their recently acquired Butch. Wayne also had his 3 1/2" gauge LBSC Roede-an chassis and boiler on display in the elevated loco. This design is a fairly accurate model of the Southern Railways Schools class 4-4-0, and is complete with 3 cylinders. Wayne is overhauling this engine, with a view of having it ready for our small gauge day this year.

Throughout the day, there were a variety of drivers on pretty much everything that was in steam! I think this is what helps make our members' days so enjoyable, and it is always wonderful to see some of our newer members being allowed the experience of operating other members' engines. I had to leave around 3:30pm, however at the time elevated running was still in full swing!

Darvall Park Guided Walk Run:

Unfortunately, work commitments meant your editor was unable to attend this day, so the following report comes from Warwick:

A lovely day to day and a good roll up of members and locos too! Most were there by 9am getting the locos ready.

On the outer we had Arthur and the 'Old Girl', Tony K with the 10 wheeler and Graeme Kirkby with 2401 pulling the Central West set.

On the inner we had James with 2604, Garry B with 3658 and then myself with 3609, mostly driven by David T. Simon had the Simplex in loco but did not steam.

Thanks to station masters, guards and other helpers too. Ian T, David J & T, Tony E, Bruce H, John L, and Brad. Thanks also to signalmen Barry M and Martin D, accompanied by Sheila as well who did some gardening! David J signalled the packing up.

We had a good run with triple heading providing reliable running as well as a great spectacle! The walking group seemed to have a good time and, as usual, took some dragging to get off the trains! 3 laps per run was the order of the day, which lets the locos get nice and hot!

After the group had left we took the opportunity for some photo runs and photo opportunities before afternoon tea and pack up. Most had packed up and left soon after 4 pm to battle the traffic.

Many thanks to all those who came along to help in setting up and packing way and have a great day in the process.

Locomotive & Rollingstock News

A great feature of the last ILS Hot Pot Run was the appearance of the club's (dare I say?) flagship engine, the much loved "Old Girl", together with scale train. In order to get the engine and consist ready for the event, Arthur took the scale train home from the club two weeks prior to the event, followed a week later by the engine. I believe that Arthur spent some time giving the rollingstock a clean and minor repair. He even fitted the "Old Girl" with a special SLSLS headboard, certainly giving the club a positive presence at what is now an immensely popular invitation run.



David J with the Old Girl and Tony K with the Ten Wheeler pilot Bruce on Graeme K's 2401, before the visitors arrived on our Darvall Guided Walk run.

More President's Breakfast Scenes



Simon takes Ray's A2 class for a run.



John lights up 1915.



David J takes Tony's Ten Wheeler for a spin.



Wayne's 3.5" gauge Schools class chassis and smokebox, which he is currently overhauling.



Jo has a drive of Butch.

More Darvall Park Guided Walk Run Scenes



Gary Buttel's and Warwick Allison's 36 class locomotives illustrate the difference in appearance between the roundtop and belpair firebox



Arthur & the Old Girl, and Graeme with 2401 prepare for the day ahead, as Tony's Ten Wheeler simmers away.



Above: James' 26 class has now backed onto the formation to create



Some of our happy customers.



Arthur with the Old Girl, Tony with the Ten Wheeler, and Graeme with 2401 charge upgrade in beautiful sunshine.

Editorial:

In the few months since the last issue of our newsletter was published, steam preservation in NSW has faced several hardships and problems, which have been well documented, not only in the various railway journals and internet sites, but also in the general media. The Australian Railway Historical Society ACT Division has been forced to close its museum and suspend all railway heritage operations, with 3016 and 6029 having been transferred to Thirlmere for safekeeping, while much of the other stock will be sold off. 3801 Limited has also had to suspend operations, after Transport Heritage NSW blocked their access to the large erecting shop at Eveleigh. Both of these heritage groups seem unlikely to recover from the difficulties that have emerged. While there is very much a difference of opinion as to why these preservation groups have landed in the position which they are in currently, one thing is for certain— NSW steam preservation is going through a very depressive period. The number of mainline operation steam locomotives is at an all-time low, and it seems only a matter of time before the site of steam on NSW mainline metals is a thing of the past. Personally, I have lost just about all interest in full-size preservation in this state, with virtually everything seeming to be immersed in a haze of bureaucracy and financial pressure. I would like to think that there will be a light at the end of the tunnel, but this does seem unlikely.

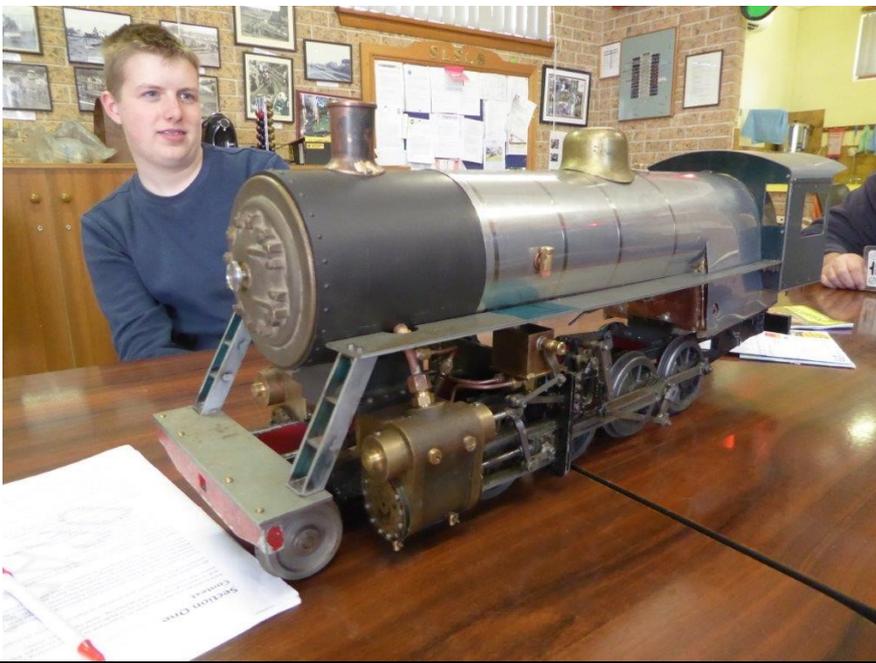
Nick Kane.

Mick has had the Shay at the grounds several times for a hydrostatic test, however minor leaks from fittings meant that a few attempts were needed before a successful test was conducted. After this was completed, the engine was successfully steam tested, this being officiated by David Thomas. David has also recently overseen a boiler test on Andrew's Gauge 1 'Jack' Hunslet and James' 26 class. In addition to this, Andrew officiated a boiler test on Lionel's R class prior to the July running day. Gary Buttell has showed us the chimney for his 5" gauge 36 class, having thinned the rim with a file (apparently while watching television!).

On the Saturday following the July running day, Warwick once again test steamed 3609 for some more testing, however this was brought to a halt when the lubricator drive rod broke.

Model Engineering Activities:

Following the completion of his Manning Wardle, James Sanders has wasted no time in getting on with his next locomotive project. His 3.5" gauge 2-8-0 Buffalo, which he acquired part-built, is (at the time of publication) very close to steaming,



James 3.5" gauge Buffalo is progressing well.

looking more and more advanced each week. David Thomas has recently officiated a hydrostatic test on the boiler, to augment the already complete running gear. James has finished most of the plating, including the stainless-steel boiler cladding, which looks very flash indeed! We look forward to seeing this engine in steam in the near future.

We continue to see progress on David J's Manning Wardle, with much assistance being given by a number of members, especially John Lyons and Simon Collier. Most recently, we have seen the completed axleboxes, eccentrics and wheel sets. Paul B has showed us his O class front bogie, complete with swing links, whilst Ross has had his traction engine builders plates on show, these having been the subject of a recent newsletter article. Andrew has displayed his 38 class boiler plates and 3D printed tender spring pockets, whilst we have also seen Warwick's 3.5" gauge 0-6-0 Beaver chassis with boiler mounted. John Lyons has completed the expansion links for his Avonside project, and has begun work on the locomotive's rods. Geoff H continues to progress with his Speedy, and has recently showed us the tubeplate pattern marked out on a steel template. Simon is making steady progress with his Springbok, having exhibited one of the cylinders at the club which he is fitting with gaskets, ready for the final assembly. After a break of a couple of months, I have recommenced work on my 3.5" gauge Stanier 2-6-4, including construction of replacement running boards to replace the inferior originals and assembly of the bunker water tank.

Club Works & Maintenance:

Tony has fitted a crosshead to the club's power hacksaw, whilst Warwick installed some packing to the drive pin, which is now tight. Bernie has been engaged in fine cleaning and repainting the ground level signals, and very nice the look when finished too! Peter W has been seen tidying up A box, in addition to working with Martin D to change a post office style relay in the signal box, amongst attending to many other signalling and electrical

issues, whilst a several members have been engaged in progressive elevated track beam adjustments.

James and Andrew recently installed a substantial new shelf under the workbench in the old clubhouse, to accommodate our collection of nuts, bolt and rivets recently obtained. Neal B and Jo have attended to the club lavatories, replacing all the rubber connections between the cisterns and bowls, which were in a bit of a sorry state. Neal has also cleaned up the base and post of the station signal, applying rust converter and then primer. Tony K, Peter D, and Paul B have commenced construction of the new ballast siding track, using an existing curve template and cunningly placed rail plates in order to allow a new curve to be constructed as a mirror image of it. Wayne F supplied the plates and new stainless sleepers, whilst Paul B welded them up. Bruce H has provided some new point motor covers for the ground level track, these having weights installed.

Warwick and his usual team of workers have releveled several of the elevated loco roads. These have been dug and jackhammered out, then removed to clean out the holes, before resetting in position and concreted back in place. David T continues to keep our grounds looking lovely, including recently attending to some garden work near our front entrance gate. Mick has repaired a couple of bogies, one having been a derailment victim, whilst the other had a defective vaccum cylinder. Lionel has recently filled our char bins, as Warwick pointed out a very welcome job we probably all take for granted. Simon has been keeping the ticket office garden in beautiful shape, whilst John L is working on a replacement timber platform on number 7 signal.



Above: The team at work on elevated track beam adjustment.

Diary:

- August 26th: Wascoe Siding Interclub.
- September 5th: Directors Meeting
- September 10th: Sunday Family Day at Grounds (BYO Everything!).
- September 16th: Running Day.
- October 3rd: Members Meeting.
- October 21st: Running Day.
- November 5th & 6th: Small Gauge Days.
- November 7th: Directors Meeting.
- November 18th: Running Day.
- December 2nd: Christmas Party.
- December 5th: Members Meeting.
- December 16th: Running Day.
- December 31st: NYE Run.



Above: Paul B welding sleepers for the new ballast siding track.



Our new prospective member Deven at work with Bruce in re-leveling one of the elevated steaming bay roads.

President's Report-2015/2016

1. Running Days & Events

The 12 months passenger figures were 24707 (12 months to end of April) compared to 31978 for the same period last year and 27801 the year before. We lost one running day to rain and a couple of others had reduced attendance due to average weather. Despite this monthly figures are usually above average which indicates on average a continuing increase. I doubt this small respite will be maintained if the weather conditions are good!

Unfortunately we had 3 injuries from one incident (last December) during the year. The injury rate is calculated from quite small numbers and a single incident has a significant effect on the statistics. Nevertheless our 24 month injury rate slightly reduced further to 0.009% while the 12 month rate is 0.012%. These are pleasing results.

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 3050 rides, which was a good result, and the highest Red Kit day ever.

The Society's special events for members and friends, the Presidents 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 Weekend in November had beautiful weather and a good attendance, with a good selection of locomotives and traction engines.

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. 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 68 members (including country members & those awaiting acceptance). We gained two new members giving member numbers a small boost, a welcome change in the right direction, after the heavy losses of recent years.

John Lyons after 40 years of Newsletter Editor has handed over the job to Nick Kane who has now produced two excellent editions. A suitable presentation was made to John in appreciation of his long service. The regular Saturday email has continued and is good up to date information for supporters of the Society as well as members. Thanks to Nick who has 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.

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.

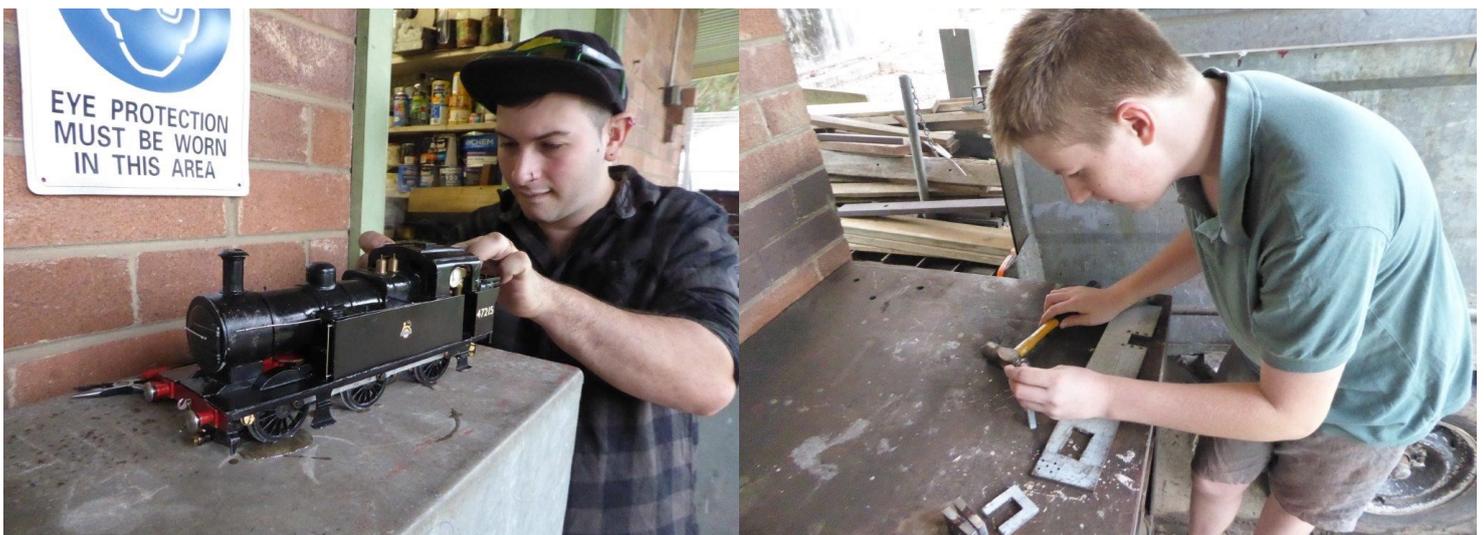
In the kiosk, we are very grateful for the assistance of Liz, Di, Joy, Margo, and Gai and others who help from time to time. Ticket selling was handled Peter Wagner. Thanks also to Jo-Anne Topp who has assisted in a variety of roles during the year.

Thanks as always to David Thomas, Andrew Allison, Bernie Courtenay and Brian Kilgour (when in town), who handles 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! A special thanks to Sheila Dewhurst who has transformed the garden around the clubhouse.

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, including the ice creams!

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 maintenance on the point motors while bogie maintenance is still regularly done by Mick Murray.

Several of the bench seats have been repaired during the year.

The grounds is now fitted throughout with Residual Current Devices (Safety Switches).

We have revamped the old clubhouse into a workshop now housing a lathe and pedestal drill obtained by John Hurst. It is being used regularly.

A number of beams suffering concrete cancer have been changed out during the year and work is continuing on correcting the level and superelevation.

The retaining wall adjacent to the elevated loco depot has been replaced and the old beams disposed of, thanks John. Work on restoring the ballast siding is under way.

Work is also underway on a water tank for the elevated station and a new level crossing over the elevated.

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. James always has something to see at morning tea! He has completed his second, very successful, loco in just 6 months! James also has the distinction of being featured on the newsletter cover 3 times in 5 consecutive issues!

Ross Bishop and Jim Mulholland's ploughing engines have made significant progress and we regularly see large quality components for these machines. Ray Lee's P class has entered service, as has David Judex's 'Ellie' where assistance from a number of members has advanced its completion. It has been pleasing to see the assistance given by members where it is needed.

We have seen many parts from members of other locos under construction. Model engineering is alive and well at SLSLS.

Congratulations to Zac Lee who won the AME U25 award at this years convention, and to James Sanders who won the QSMEE trophy for his Manning Wardle loco.

6. AALS & AMBSC & Other Visits

The convention this year was at Lake Macquarie Live Steamers at Edgeworth and a good 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.

Sadly David Thomas is no longer AMBSC Secretary. Moving this organisation into the 21st century is certainly proving difficult.

7. Our Future

I believe the current Board remains working well together. Currently we have no lease so this year we are continuing to pursue a renewed lease for our grounds. We have put forward a substantial business case document which reinforces our value to

the community. I think what we offer is unique and we hope that our council can recognise that.

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

Thank You.

Warwick Allison

6 June 2017



Prior to the commencement of our June running day, Warwick presented Ray Lee with life membership. Ray has made an important and highly valuable contribution to the club, and this presentation was certainly well deserved.

Workshop equipment on the cheap!

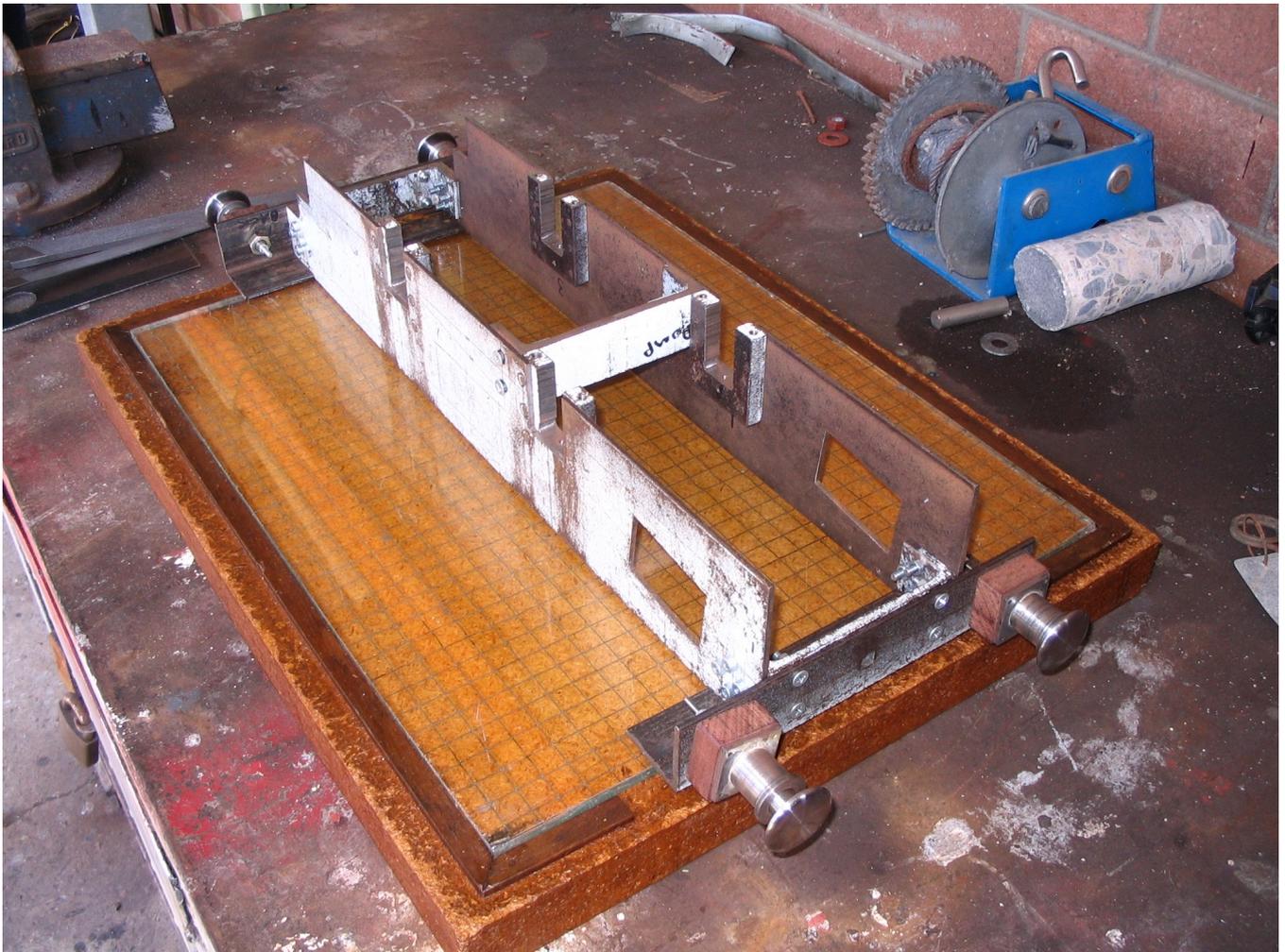
John Lyons

Warwick has made mention of my glass surface plate in some of his weekly reports being used to assist the assembly of David J's Manning Wardle chassis. Here is how the plate was obtained.

More years ago than I care to remember Rooty Hill High School was my first Sydney appointment. In those days schools were very open and it was long before Department of Education properties were surrounded by 2.4m spear topped Brunswick green RH section steel fences. The Industrial Arts block was protected by steel bars on the windows and the end doors had steel mesh reinforced plate glass panels in the timber doors.

One weekend someone tried to get in to the IA block without keys. The reinforced glass did its job basically staying intact where it was attacked with a hammer or something similar. When the Department of Public Works glazier came to replace the glass panel myself and one of my colleagues realised we could make use of some of the glass if we could get it cut to the sizes we wanted. I could see the potential for a surface plate while my colleague wanted a flat surface on which to place wet and dry silicon carbide paper for polishing gem stones. The glazier was happy to help us out and when the reinforced glass was replaced he cut the undamaged part of the panel into, from memory, three pieces. My piece was 458mm by 352mm just right for a decent sized surface plate. I was able to mount the glass onto a piece of 38mm (1 ½") thick particle board. Some ply wood was cut into strips and nailed to the particle board in order to contain the glass. The particle board was sealed with a few coats of shellac to stop any moisture getting in and causing it to swell.

The plate has had limited use over the years but it has been invaluable when it was needed. It is sometimes very good to be able to see the potential of an otherwise useless piece of waste material. You just have to sometimes use your imagination!



The surface plate in use, complete with David J's Manning Wardle frames.

THE CAMBERWELL TO TIMBOON RAIL WALKING, CYCLING & BRIDLE TRACK

David Thomas

During a recent trip to Victoria I came across the abandoned Camberwell-Timboon railway line, now being used as a walking, cycling and bridle trail.

The original railway line was part of Victoria's 5'-3" gauge system, extending south from the gently undulating terrain of Camberwell and Cobden into the rolling hills around Timboon, and serving farming and previous forestry areas. A limestone works is also located near Timboon. Established in 1910, this churns out fine white dust, which from the distance, on the day of my visit, could be mistaken for a steam loco chuffing along the track. If only!

Initially the line was intended to extend to Port Campbell but in poor economic times of the 1890s it was discontinued at Timboon. The work contract for the 22.4 mile line was awarded to Buscombe, Chappell & Bell, with the contract being signed on 8 February 1889. The cost was to be 92,134 pounds, 15 shillings and 9 pence.

Timber for the sleepers and bridges was obtained from the local forests and was cut at a sawmill set up by the contractor at 17

miles, 3 chains. Some proved to be defective and the government authority requested the mill be relocated to a better quality source of timber. Apparently, this did not occur. One of the private providers of timber to the mill disappeared with the contract money, leaving the workers unpaid.

The bridges were completed to Limestone Creek by 19 June 1890 and a start was made on the Curdies River Bridge, the longest on the line, on 6 December, 1890. The Curdies River Bridge was completed in April, 1891 and required a team of up to 40 men, 13 drays, 6 horse teams, 6 wagons and occasionally one or two bullock teams for the construction. Piles for the bridge were driven down 20-22 feet deep.

The line was completed and opened to Timboon for freight service and passenger trains on 5 April, 1892 and served six stations. Trains used the line up until June, 1977 and the line was officially closed in May, 1987. From about 1977 the bridges deteriorated in condition. Some continue to do so, but the Curdies River Bridge was restored between June, 2007 and June, 2010 at a cost of \$292,000 and 4144 hours of volunteer labour.

A riparian reserve had been established just south of Timboon to be the site of a dam for water for the locomotives but the dam was never constructed. A benefit of this was that the site subsequently became a nature reserve, one of a small number in an otherwise largely cleared farming region.

Although single line, the railway reserve is relatively wide and has also retained native vegetation that has spread through parts





of the corridor, encroaching up to the maintained edge of the trail. Although a bit weedy, the tall Ribbon Gum forest and dense, moist understorey provides a beautiful setting for the trail. In other sections the alignment passes through open farmland. Most of the trail I saw was on bare ground but some in parts the original sleepers and rails still existed.

A feature of the trail is its timber trestle bridges that cross numerous small creeks that occur close to the Timboon. These now range in condition from restored to rotten. Whilst from a railway viewpoint it is sad to see the most derelict bridges, they have a special charm in telling a storey of nature reclaiming the engineering works of humans. A couple of the bridges were almost completely overgrown, melding into the vegetation and landform. The major bridge on the line at Curdies River has, however, been restored to its former working condition and has become a tourist attraction.

Can You Help?

November this year will mark the 50th anniversary of the death of LBSC. The influence that Curly had on the hobby cannot be ignored, and still resonates today. For the November issue of our newsletter, we are planning a special LBSC themed edition. Thus, if you have any interesting stories regarding Curly himself, his locomotive designs, or influence, I'd encourage you to please submit an article for publication in our newsletter. We have already got a couple of exciting items up our sleeves, however more would certainly be appreciated.

Many thanks in advance,
The Editor.

Duty Roster

September: J. Hurst, J. Leishman, J. Lyons, D. Mulholland, J. Mulholland, M. Yule, R. Bishop, E. Lister, N. Woolley.

October: A. Hurst, T. Eyre, M. Lee, R. Lee, P. Wagner, P. Taffa, J. Tulloch, Z. Lee, M. Dewhurst, N. Kane.

November: M. Murray, A. Allison, M. Gibbons, W. Fletcher, G. Kirkby, J. Noller, P. Sayer, I. Tomlinson, G. Scott.

December: W. Allison, S. Collier, G. Buttell, B. Millner, G. Tindale, P. Brotchie, J. Sanders.

Gate: September. E. Lister, October. C. Leggett, November. J. Lyons, December. D. Mulholland.

SLSLS at the ILS Hot Pot Run 2017.





Two incarnations of the NSW 4-6-0— Above: Warwick investigates the mysteries of 3609 in ground level loco.
Below: Ray Lee's 3506 blows off in the ground level depot prior to the commencement of our May running day.



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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.