

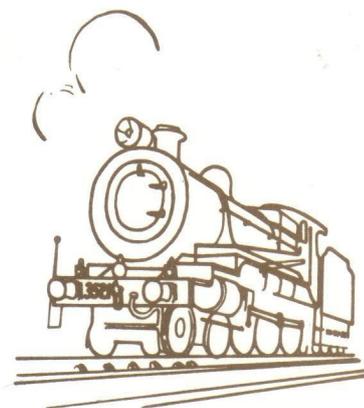
Sydney Live Steam Locomotive Society

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

'Newsletter'

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August 2018



Presentations are made to Liz, Di and Joy for their long and outstanding service to the society during our 70th anniversary dinner.

May Running Day:

Our May running day was held in perfect weather, with cool temperatures and nice sunshine for most of the day. John H and Barry M were the early birds, arriving at around 8:50am to start set up. Mike, Bruce and Dennis arrived not long after, and set to work washing all the cars and carrying out the necessary brake testing. One bogie from the Central West set was found to have a damaged diaphragm, which was replaced with a new one. Graham K circled the grounds with the leaf blower. On display in the clubhouse was Ross' ploughing engine crankshaft, a beautiful piece of work.

The inner main ground level had Warwick and V1224 on the

red set, with Graham Tindale as guard. They seemed to run well all afternoon, with David T taking the regulator for a time, giving Warwick the opportunity to take some pictures of the day's proceedings. The other inner main train consisted of Ross with Toneya and Bruce H as guard. They too seemed to have a trouble-free afternoon. Ian T was stationmaster, although I think there was some role swapping at times.

Graham K and 2401, piloting Ray L and 3112, took the outer main blue set. They had Tony E as guard, and seemed to managed the loadings with ease. Arthur H had the Mountain on the outer main Central West set, with Carol as guard. A minor derailment occurred when the front bogie dropped and took a left turn at the diamond. After rerailling and a quick trip back to



Arthur has a good load behind him, as he works upgrade with the Mountain on our May running day.

loco to check the damage and straighten a drawbar, Arthur continued without incident for the rest of the afternoon. Outer main stationmasters were Paul B and Peter D.

On the elevated we had Simon and the B1, leading Gary with his B1 on four cars and a van. Mike D was guard. This was Simon's first run of the B1 on the elevated. Simon offered me a drive for a few laps, which was very enjoyable. It felt strange sitting so close to the controls, with the tender not yet fully completed. The other elevated train consisted of Wayne and his 2-6-0 leading Tony K with the Ten Wheeler on 6 cars and a van. They had Neal as guard. Elevated stationmasters were John L and Paul T.

The signal box was manned by Mark G, Martin D and Barry M. Steve Border was track superintendent, while ticket seller was John H. Jo roamed the grounds and provided useful assistance on the level crossing and with crowd control. Martin Y was gate keeper, assisted by Bernie C. The kiosk was handled by Liz, Di, Lee and Gai, who had a busy afternoon. Our total rides for the afternoon were 3203. Bernie did a head count of people coming through the gate, and gave a figure of around 1340 people. Not quite as crazy as last month, but still a very busy day.

June Running Day:

Our June running day was another beautiful afternoon weather wise, with clear skies throughout the day. Arthur was the first to arrive at the grounds at 7am,

bringing back the Old Girl and rolling stock. He then prepared the heritage 2-8-2 for a boiler test, which was successfully carried out by Andrew later in the morning. Arthur was followed by John H, Barry M, Bruce and Ross, who got to work on the necessary morning set up. Ross and Barry blew the tracks clear with the leaf blower, while Tony and Bruce conducted the brake testing. Two bogies were changed in the Pullman set. Dennis gave all the cars a thorough washdown, while Martin D carried out some point adjustment. John L erected the station lamps at the elevated station- their first public showing.

On display in the clubhouse was David J's HG framing and some buffer stocks by John Lyons. Ross had 2 small hot air



Graeme with 2401 leads Ray with 3112 on our May running day.



Arthur and the Mikado leading Gary and Impala storm upgrade in June.

engines, which he ran using a candle for power, in addition to his ploughing engine flywheel. Gary had his 3.5" gauge C36 boiler on display, while Warwick displayed his Heisler, with its overhaul virtually complete except for a few fittings.

Les Thompson, Cameron Daniel, Anthony Daniel, Kevin Taig and Danny Gilliland, all from Victoria, brought with them a nice works grey Nigel Gresley, along with the Ray Lee built A2. It was very nice to have them as visitors. The A2 was paired with Ray's 35 class, with the former acting as pilot. They were later joined by the Nigel Gresley, in an impressive triple header, with Martin Y as guard. Ray came off later in the afternoon, to be replaced by John T and 2904. John H and the Mountain (complete with freshly machined bogie wheels) took the other outer main train, with Paul B as guard.

On the inner main the train formations were identical to the May running day, with Ross and Toneya taking the green set, with Ian T as guard. The Pullman set was handled by Andrew and V1224, with Graham T as guard. Warwick did do some driving later in the day. Carol and Bruce acted as stationmasters.

On the elevated, Wayne and the Baldwin 2-6-0 led Simon and Simplex on 5 cars, with David J as guard. Jim M ran the Pansy with a single car- it was very nice to see this engine out again after not having seen it for a while. Gary ran Impala on 3 cars and a van, later being joined by Arthur and the 2-8-2. They added a further 3 cars, with John L and Brian K alternating as guards. The elevated station was manned by Brian K, John L, David T and myself, although there was a bit of role swapping during the afternoon as usual.

In the signal box we had Barry M and Martin D, later being joined by Mark G. Track superintendent was Mick, while gate keepers were Nigel and David L. In the kiosk we

had Liz, Joy, Di, Margo and Ruth. Our total rides were an impressive 3327, our second best June running day yet.

July Running Day:

Like May and June, our July running day was held in perfect winter weather conditions. Arthur opened at 8am, being followed soon after by John H and Barry M. Mike D and Barry raised the flags, removed the point covers and conducted the necessary vacuum tests on the ground level cars. Dennis O'Brien washed the cars, while Mike D did the same to the white picket fencing.

On display in the clubhouse were the frame stays and buffer beams for Brad's GWR Manor project, in addition to 4 gauge 1 NSWGR wagons put together by Andrew. It was nice to see James at the grounds, who had brought along his 12 class. Andrew officiated a steam test, after which James took the engine out onto the ground level outer main for a run. This was very successful, with a responsive regulator and nice sharp beats.

We put out our spare magazines for members of the public to take free of charge if they fancied, and it seems that quite a few of them did! Over morning tea, we enjoyed some nice biscuits cooked for us by Dennis' wife, which were enjoyed by all.

Warwick and V1224 took the inner main Pullman set, with Andrew doing most of the driving and Graham T as guard. They ran well all day, although Warwick did report that things got a little slippery at times. The other inner main train was John H and the Mountain on the green set, with Arthur acting as guard. Unfortunately, John suffered a couple of derailments and eventually returned to loco. He was replaced by John T and 2904 leading visitor Ben Maguire and 5906. It was good to have Ben and Greg Szloch along for the day. They had a good afternoon, running well without incident. Neal relieved Arthur as guard at times. Inner main stationmasters were Ian T, Jo and Carol L.



Ben De Gabriel leads Greg Bird and Barry Potter on our July running day.



Andrew takes James' Buffalo for a spin on our President's Breakfast.

It was great to have the Orange boys down for the day, who brought with them four engines. Ben De Gabriel with his 30 class tank led Greg Bird with his 30 class 4-6-0, with Barry Potter and his 59 as train engine, on the outer main Central West set. Guard was Ray L, with Peter D and Paul B assisting at times. They seemed to have a fun afternoon, without any major difficulties. Roger K did some driving on the 59 at times, as did Tony E. Mick and the Shay took the blue set, with Steve Border fulfilling guard duties. They too had a successful afternoon.

Ray Lee's 3281 stood in ground level loco for the afternoon, not being steamed. Keen observers will notice the builder's plate on the tender has changed!

We had two large trains operating on the elevated. James and 2604 led Les Bird and his 27 class, with Gary and the B1 as train engine. They took 6 cars, with guards alternating between John L, Brad and Jim M. The other elevated train consisted of Wayne F and his 2-6-0 ahead of Tony K and the Ten-Wheeler on 4 cars, with Mike D as guard. Zac and Mike were both granted the opportunity for drives. Station masters were John L, Tony and Jim M.

The signal box was in the capable hands of Martin D, Barry M and Warwick. Peter W was ticket seller, while Bill P was gatekeeper, assisted by Jo. The kiosk was handled by Liz, Di, Joy, Margo and Susan. The total ride count was 3140, which is our second best July figure.

President's Breakfast & AGM:

There were about 35 members present for our annual President's Breakfast and AGM. The breakfast was a sumptuous feast of sausages, bacon, mushrooms, onions and tomatoes, augmented by Jo's homemade baked beans. David T provided the bread rolls. Graham T did some onion slicing, while Barry M and Ian T were our cooks. We even had a good line-up in the wash-

ing up department!

The AGM saw the assembly of the new board, consisting of Mick Murray as President, Evan Lister as Vice President, Simon Collier as Secretary, John Hurst as Treasurer, with Directors David Thomas, Ross Bishop and Neal Bates. At the following meeting, Mick presented Warwick with a gift of appreciation and a standing ovation from members, for his exemplary service as President. Bruce Hartwell was welcomed as a full member to the Society, and Mick presented him with his members badge.

On display in the clubhouse was James' 12 class chassis and boiler, looking quite advanced. Andrew displayed his laser cut S truck and some N-C-L carriage nameboards. Simon had his B1 tender body, now held together with initial soft soldering. Andrew and Bernie officiated boiler tests on Ray's 3803 and John T's 2904.

Running commenced following the AGM. On the elevated James ran Buffalo, and later the Manning Wardle. Tony K had the Ten-Wheeler, and Graeme K had his H class with a train of RU wagons and a HG van. Warwick ran Beaver, while Neal and Jo ran Butch on the ground level inner main. There was much alternating between drivers during the afternoon.

Some maintenance work was carried out too, including fixing a sticking point microswitch and freeing up the loco depot banner signal which was not fully returning. Mick collected some lever plates from the ground frame for regluing. Paul B collected some sleepers for the expansion joint, which is nearly ready. To round off the day, Warwick installed some lights into the carriage lamps on the clubhouse wall.

Interclub Run:

Our interclub run was another great day, with beautiful sunshine, pleasant temperatures and a good roll up of visitors and locomotives. The set up for the event started on Friday, with Graeme K,



A busy scene on our July Interclub day.



Members enjoy our 70th Anniversary dinner.

Warwick, Simon, Tony K and David T taking part in this. The track was blown clear of leaves, the clubhouse was cleaned out and some bunting was hung. Tony K was the first at the grounds on Saturday, opening up at 7am! He was joined not long after by David L and Barry M. David guided the unloading activities.

Ben and Therese from Bolton Scale Models set up their comprehensive sales stand, which resulted in many of us leaving with significantly lighter wallets. We had a good selection of model engineering works in the clubhouse, including the Allison Climax and Heisler, James' 12 class, and a large selection of Andrew's gauge 1 NSWGR goods wagons made in conjunction with James. Andrew also displayed his ROD chassis and driving wheel sets. Paul B showed us a beautiful model boat and his O class bogie, while David T had some 620 class connecting rods and some laminated early Bolton plans for NSW No. 1. John T brought the Bolton 3.5" gauge 50 class, constructed by Barry Tulloch. On display in the ground level loco depot was Graeme K's 2401. David L has his CR C class and tender on display in the elevated loco, in addition to his Commonwealth Railways passenger coach. Ross Bishop exhibited his ploughing engine in his trailer, which is getting closer to completion (and what a piece of heavy engineering this is!).

Visiting locomotives included a 422, 3214, Blowfly, 3203, 3639 (which didn't run) and J502. These hailed from the Luddenham, Hornsby and Edgeworth clubs. SLSLS representations were James' Manning Wardle, Gary B's 3658, and Warwick's 13 class and 3609. The latter two double headed a ground level inner main set, with a variety of drivers.

Just before lunch, Warren Finnan, his wife Colleen, son Ian and wife Jenny, paid us a visit. Warren donated the station lamps which are now restored and in their place at the elevated station. The opportunity was taken for photos with them, John Lyons and Warwick. Warren was very pleased to see the lamps, which he had had in his possession for 40 years, now restored and on show.

Lunch was expertly cooked by Jo, while Wendy and Sue prepared the rolls and looked after the morning tea and

cakes. Later, David J's mother Hannah arrived and assisted with the cooking of the food. Warwick had ordered 100 sausages, 60 bread rolls, 2 loaves of bread and 3 slabs of cake, and nothing was left over!

The awards were presented after lunch. We were pleased to have Ernie Winter attend, who selected the award winners. The best Winter's loco went to Gary Buttel for 3658 and the best Bolton loco went to Graeme K for 2401. They both received handsome trophy's courtesy of Bolton Scale Models, and \$100 open orders each, one for Bolton Scale Models and one from Hare and Forbes. Both Gary and Graeme gave a brief history of their engines, after which Ernie said a few words about how he enjoyed seeing locomotives that he had designed being operated. Ben thanked Hare and Forbes for their support.

We had visitors from Wascoe Siding, Western Districts, Hornsby, Lake Macquarie and Luddenham. It was a wonderful day and all our visitors seemed to enjoy themselves.

Ryde Guided Walk Run:

On Tuesday the 10th of July, SLSLS hosted the Ryde Guided Walk which is arranged by the council. Two running periods were laid down, one for the first group at 11:15am and another for the second group at 12:20pm. Two separate trains were run for both parties. Warwick and V1224 ran the inner main service, while Simon and the B1 ran the outer service. Neal had Butch in steam with the intent of double heading with Simon, however some problems prevented this. Butch did eventually make it out onto the track for a run after the groups had left. Warwick also took the opportunity to conduct 10 brake stops with the Pullman and green set, after our patrons had left, as an exercise to better understand how the brakes perform.

70th Anniversary Dinner:

Our 70th anniversary dinner was held at Ryde Eastwood Leagues Club on the 14th of July. 51 members and friends were in attendance. Bernie acted as MC, while Mick gave a brief overview of the Society's history. After the main course, presentations were made to Liz, Di and Joy for their long and outstanding service to the society, as well as to Warwick and Wendy Allison. Images



Mick supervises the inspection of V1224 during our guided walk run.

Editorial:

Its amazing just how quickly life can catch up to you when you are not expecting it. The pressures of normal day to day life seem to manifest themselves at the most unwelcome times, and occasionally it feels like life is one never-ending slog, a battle wherein money acts as the central goal, and personal enjoyment falls by the wayside. It can be difficult to recognise any other purpose to our lives when most of our week is spent engaged in our career occupations, with the possibility for complete peace of mind being hard to fathom while living in the material world.

Against this backdrop, I feel the club acts as a very important counterpoint. Regardless of whatever pressures we have in our lives, the club can act as a very fulfilling haven for our personal enjoyment and happiness. Its communal atmosphere is, I feel, key to this. We are very blessed to have such a wonderful society with wonderful people, and there is a great satisfaction in contributing to its continued existence purely because we find it enjoyable. The club, and in particular its members, will always hold this meaning for me, regardless of how dull or stressful normal life may become. For this, I have every member to thank.

Nick Kane,

from the society's past were then displayed for the rest of the evening, creating discussion and bringing back some memories. Thanks must be given to Mick for arranging the presentations and to John Hurst for arranging the venue and food. Everyone had a very enjoyable evening.

Locomotive & Rollingstock News:

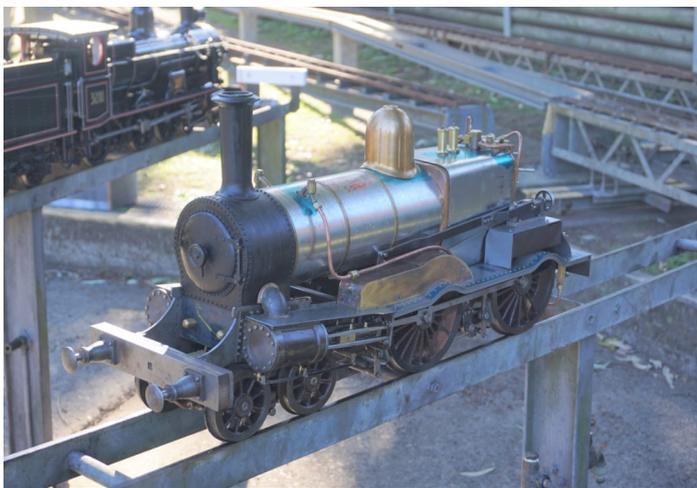
On our President's Breakfast, Andrew attended to boiler tests on Ray's 3803 and John Tullochs 2904. On the morning before our June running day, Andrew also officiated a boiler test on Arthur's heritage 2-8-2 Mikado. The following Saturday, Simon steamed his Springbok to test his latest leak free clacks, and was very pleased with the outcome. Warwick has had both his 3 1/2" gauge Climax and Heisler at the grounds for boiler inspections. This saw the first steaming of the Heisler on club soil. After a steam test, Warwick and Andrew took it for a run around the elevated, which was very successful, apart from a few minor steam leaks. It is great to see another recently overhauled engine in steam again. Following this, the Climax was given the a hydrostatic and steam test, which it passed with flying colours. This was then also taken for a run.

Gary had his 3 1/2" gauge 36 class at the grounds for a hydrostatic test, following the fitting of a new ball valve regulator. The regulator worked perfectly, however some other boiler issues still had

to be addressed. The following Saturday, after attention to some minor weeps, a successful hydrostatic and steam test was conducted. He then ran the engine around the elevated for quite a while, with a piston blow being the only thing left needing attention Andrew has been seen testing Dennis Coomer's Blowfly at the grounds, which he has given a tone up and fitted a new ball valve regulator. This engine is a departure from the usual Blowfly template, in that it is in the guise of a Sydney steam tram motor. The ball valve regulator works a treat, however unfortunately the engine blew a cylinder cover gasket, so a little more work is needed.

Model Engineering Activities:

There has been plenty of model engineering activity within the club during recent times. Evan has showed us his CW wagon, which is taking shape quite quickly. This has a laser cut body courtesy of James. We continue to see several components for Ross' Fowler ploughing engine project, including the crankshaft and flywheel. He displayed the engine, now looking more complete, in his trailer on our interclub day. Brad has exhibited his GWR Manor boiler parts, which are quite impressive with well made plates and joints. He has also showed us the frame stay and buffer beams for this engine. James has made rapid progress with his 12 class project over the past few months, with the engine



James' 12 class rests in loco after its first run at the grounds.

Diary:

- September 1: Members Meeting.
- September 2: Family Day.
- September 15: Public Running Day.
- October 20: Public Running Day.
- November 3-4: Small Gauge Day.
- November 6: Board Meeting.
- November 17: Public Running Day.
- November 24: Members Meeting.
- December 1: Christmas Party.



Warwick takes the Heisler for its first run following rebuild.

being successfully steamed at the grounds for the first time before our July running day. It is wonderful to see a representation of a not too commonly modelled NSWGR locomotive in steam. With the engine completed, attention can now turn to the tender. Andrew has showed us a laser cut S truck and some N-C-L carriage nameboards. Simon continues to make progress on the mostly completed B1, recently showing us the tender body after its initial soft soldering.

We have seen Wayne's water cut Dolphur wheel, as well as Andrew's gauge 1 ROD tender chassis, driving axleboxes, in addition to a smokebox saddle for Austere Ada. He has also been busy constructing gauge 1 NSWGR rollingstock, in conjunction with James, and these were displayed on our interclub run. The detail in these wagons is very impressive, and I believe most of them have laser cut bodies. As if this isn't enough, Andrew has also showed us his NSW Pullman car end, pull-out ball valve regulator for Dennis Coomer's Blowfly, and tender handbrake components for his 38 class.

John Lyons displayed his 20 class cylinder block, a sizeable piece of cast iron complete with steam chest valves and pistons. David J continues to make progress on his HG guards van project, showing us some nice framing and buffer stocks, the latter courtesy of John Lyons. We also recently saw the floor for this vehicle, some working leaf springs and angle plates. David T has showed us an eccentric rod, return crank and bendy arm for his 620 class. Paul B has displayed his O class cylinder, and Geoff has showed us his very nice coupling rods for his Speedy. These are complete with phosphor bronze bushes.

Club Works & Maintenance:

On the Saturday before our May running day, Mike, David J, Geoff H, Evan and Warwick removed some outer main track past the inner main carriage shed which had sunk. They added a couple of barrows of road base to the formation before levelling, compacting and replacing the weedmat and track. After completion of this, they set about removing some excess ballast from various places. Mike, Bruce, David J, Simon and Warwick did

the same thing a little further south the following weekend. Following this they moved up the grounds and lifted number 38 points, in order to remove a dip. They then picked up a low joint on the inner main behind the clubhouse. Peter D, Paul B and Tony K lifted some corroded panels near the level crossing on the inner main, replacing the sleepers with stainless steel ones. Warwick has provided a pole to support the roof sections of the coal bin, this being inserted into holes in the concrete which he intended to drill. Unfortunately, the removal of the third panel revealed that one of the char bags had burst. Evan did a first-rate job of keeping his foot in the hole to prevent a major spill, however this turned out to be unavoidable. David J and Mick assisted them in shovelling the coal out into some temporary storage. Drilling of the holes could then take place.

We have recently been donated some very nice carriage lamps by Graham Tindale. These were mounted in position on the clubhouse wall by David J and Warwick, and they certainly look the part. Bruce and Mike have rearranged our sheet metal storage. A panel has been secured in place as sides, and the smaller sheets placed inside. Bernie continues to do a great job in servicing and painting our signals, and Martin D has finished replacing our signal box LEDs, a project which has spanned 3 years! Warwick and Andrew have been investigating the track down at the bottom of the grounds. A large Jacaranda root was uncovered and traced under both ground level railways. One inner main panel and five outer main panels were removed to extract the root, thus enabling adjustment of the formation. Assistance was given by Peter D, Mick and David T, which ensured the track was back in place before the end of the day.

John Lyons gave our elevated station gutters a good clean out in preparation for our interclub the following week. On the same day, Andrew and Warwick lifted another 5 panels of track on the outer main, determining that it needed a lift of about 1.5 inches over the last panel. The old ballast was used to lift the formation, with the addition of some road base, and then the track was levelled. Ross B delivered the barrow loads of new ballast to complete the job. Peter D and Paul B have completed construction of the new expansion joint for the transfer road. This was much admired during lunch, being of an innovative



David at work on his HG guards van frame.

Duty Roster

September: M. Murray, A. Allison, M. Gibbons, W. Fletcher, G. Kirkby, J. Noller, I. Tomlinson, G. Scott, B. Hartwell.

October: E. Lister, S. Collier, G. Buttell, B. Milner, S. Murray, G. Tindale, P. Brotchie, M. Dumble, D. Skirke.

November: D. Thomas, B. Courtney, G. Croudace, S. Larkin, L. Pascoe, S. Sorenson, D. Lee, B. Wilkinson, G. Hague, M. Dewhurst.

December: J. Hurst, J. Leishman, J. Lyons, M. Lee, J. Mulholland, M. Yule, W. Allison, T. Kidson, N. Woolley, B. Perrin.

Gate: September. G. Scott, October. D. Shirke, November. P. Taffa, December. D. Thomas.

design by Peter D and constructed of stainless steel by Paul, with some laser cut components. They were assisted by Tony K, David J and Evan to install this in position. Andrew and Warwick have cleaned up the area around the workshop, repairing the drop saw and pruning the geraniums in preparation for the interclub.

Mike recently brought along a good selection of equipment to facilitate the painting of our white buffer stops, which were getting a bit tatty. They now look a treat! John Lyons has painted the elevated signal platform and landing in a prototypical colour of AS2700 No. X21 Pale Orchre. This too looks the part. Peter D, Paul B, Mick and Tony K have attended to raising the track jig to a workable height, while Andrew and Warwick attempted to replace a globe in the shunt signal, ultimately removing the whole signal for attention! They also blew out the compressor filters and airline, which had accumulated some water. Simon recently gave the roses behind the ticket office their extreme prune for the year, and was assisted in the clean-up by David T and Warwick. John and Arthur Hurst recently had their tractor at the grounds, levelling the ground near the coal shed and depositing the soil into the club trailer. They removed much more soil than was anticipated- 3 trailer loads in fact! David T had arranged with the council to place the soil in Miriam Park, and he and Evan assisted with the levelling at that end. This was all a big job and ended up taking all day. To finish off, Arthur trimmed all the edges. It does now look very good, with a much more suitable and natural form overall.

Bill, Andrew and Warwick removed the char stored at the end of the char shed, filling the station and loco bin, while also cleaning up the area in general. They also changed a broken bogie on No.2 elevated car ready for next running day and lifted 2 panels of elevated track on the outer main. They were joined in this operation by Geoff H and Gary B. A significant amount of road base fill was added to remove a dip in the track, which was then rolled and the track reinstalled. Peter D, Paul B and Tony K lifted a 240'8" radius panel to set up the jig plates on the track jig. John H has acquired the chimneys for the station lamps, and these were fitted by John Lyons. They do finish off the lamps very nicely. David T, Tony K, Bill P and Warwick attended to a low dead branch on a pine tree, with David T demonstrating his chainsaw prowess. Warwick removed a broken seat back for replacement and after extricating the new hardwood one from its rack behind the workshop, Brad finished the task by reassembling it all and giving it 2 coats of paint. Paul B, Tony K and Peter D removed a track panel on the inner main and replaced the sleepers with stainless steel ones.



Above: Mike, Bruce and David J at work on track corrections.

Below: Andrew, Peter D, David T and Mick engaged in the same task further down the grounds.



Below: The new expansion joint for the transfer road is installed.



Annual Inspection of Non-Boiler Plant and Equipment– 2018

Mick Murray, Inspecting Engineer

The annual inspection of the Society's grounds and facilities was conducted on 05 May 2018 pursuant to the requirements of Section 4 of the Australian Association of Live Steamers Code of Practice for the Operation of Miniature Railways, Road Vehicles and Plant - Hazard Identification and Management (Sub-section 4.5: Owner/user Inspection of Non-boiler Plant and Equipment).

The Society's Policy, General Appendix, Qualifications, Assessment of Competency, Hazards and Controls analysis and Maintenance policy and supporting documents generally comply with the recommendations of the Australian Association of Live Steamers Code of Practice for the Operation of Miniature Railways, Road Vehicles and Plant.

There was the usual listing of dead tree branches requiring attention, with the tree lopping and pruning occurring as required during the year again effecting a reduction in the overall hazard.

A small number of items listed for attention in my 2017 inspection remained outstanding at the time of the current inspection. These items have been re-listed for attention in the 2018 Notes of Inspection.

Additionally, a number of items identified for on-going monitoring in 2018 have been checked, with no noticeable deterioration in two (2) of the three (3) items being noted in the past year. It is noted that the brick retaining wall behind the Signal Box has deteriorated, with several bricks being displaced at the Northern end. This area will require review and rectification in the next 3 – 6 months. The remaining items would require rectification should further deterioration occur.

A review of the Elevated Track support posts and beams was conducted, with two (2) beams added to the list for attention.

A number of the roads in both Locomotive Depots have a measurable slope towards the turntable. Initial survey work has been performed, and one Elevated road re-levelled during the year. The scope of rectification required for the remainder is referred to the Board for consideration.

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

The Society's Rolling Stock, Track, Infrastructure and Signalling, continues to be maintained in a generally satisfactory manner.

The Running Day Inspections of Carriages, Track & Structures and Signals (per the SLSLS Running Day Inspection Sheet 2008) have been performed and signed off in a generally consistent basis throughout the year under review.

A review of the Society's Risk Register and Hazard Control Matrix was been conducted by Warwick Allison and myself on 05 May 2017 and the Matrix has been confirmed as appropriate (with minor corrections) to the Society's current operations.

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

Warwick has provided an updated "Review of Hazard Assessment" for the current year, a copy of which has been appended to my report for 2018.



A Message from the Incoming President

Mick Murray

Firstly a special vote of thanks on behalf of myself and the SLSLS Membership to Warwick as he retires from a 26 year stint on the Board, during which he filled the role of President for 23 years – a formidable record.

During this time Warwick has made significant contributions to SLSLS, AALS and to the hobby of model engineering in general and it was with much pleasure that I was able to present to Warwick, on behalf of the Society, a gift in appreciation of a job well done.

Thank you to all who have expressed confidence in my filling the role of President for the coming year. There is no doubt, however, that Warwick will be a hard act to follow!

A special thank you to Simon, John, Evan, David, Neal and Ross who have offered their time and skills as Board Members and representatives of the Membership for the coming year. I look forward to some lively Director's meetings this year.

After 20 plus years, a change of President can potentially be a cause of trepidation.

My aim is to ensure stability and an ongoing direction for the growth and betterment of the Society.

There will, inevitably, be some degree of hiatus and changes in how things are done, and I look forward to working with the Directors in planning, communicating and implementing of a vision and plan for the coming year, and for the longer term.

This will take a little time, but with the increasing certainty regarding our Lease, we can look more positively at a range of short, medium and long term projects to maintain and improve our facilities.

I would like also to explore further with the Directors how the value of SLSLS Membership – perceived or otherwise – can be enhanced and improved. I believe this will be a key factor in retaining and growing our Membership into the future.

The recent huge influx of visitors on our Running Days has challenged us and we will need to look seriously at how we manage crowd control and potential emergency situations. As an example our new Lease will require us to develop and implement emergency evacuation procedures.

We have a fairly full calendar this year, with our regular Running Days, Interclub, Small Gauges, Members and community events, along with our track and facilities maintenance and capital improvements.

I trust that you will enjoy the coming year and look forward to working with all of you in furthering the Society, the hobby of model engineering, and most importantly, your enjoyment of your membership of SLSLS in its 70th Anniversary year.



Sydney Live Steam Locomotive Society

Co-Op Ltd.

President's Report 2017-2018

Warwick Allison

1. Running Days & Events

The 12 months passenger figures were 30151 (12 months to end of April) compared to 24707 for the same period last year (with one lost day) and 31978 the year before. There were no lost days in the past 12 months. Monthly figures are consistently above average which continues the steady increase in rides we are having. Unfortunately we had 4 injuries during the past 12 months. The injury rate is calculated from quite small numbers and any single incident has a significant effect on the statistics. With figures of 3 and 4 injuries per year over the past few years our 24 month injury rate is 0.013% which matches the 12 month rate which is now also 0.013%. For a period of 10 years we enjoyed figures mostly below .01%, but the past 4 years have been above. These figures indicate that our injury rate has slowly risen over the last 4 years and we need to be forever vigilant in pre-empting situations that would cause derailments or passengers falling off.

Our charity day for RedKite last November had 2629 rides, which was a good result. 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 as has been the trend, were not as well attended as could be. Our Small Gauge Weekend embodied an LBSC 50 years theme in November and was a little damp which no doubt reduced attendances.

2. Financial Results

I would like to thank John Hurst for his efforts this year. The end of year resulted in an increase in our reserves. As well John has been the front man dealing with council and our lease renewal, a task few of us would want to take on. Having sound financial management is an immense benefit for us and we owe John a vote of thanks for this. Thanks John.

3. Our Membership

We ended the year with 69 members (including country members & those awaiting acceptance). We gained three new members but lost one giving member numbers a small boost.

Thank you to Nick Kane who has produced our excellent newsletters. Thank you also to John Lyons who has continued to arrange the printing and Simon who sends them to other clubs.

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 and Mick who have stepped into the breach when I have been unavailable. We continue to receive good coverage in AME, Model Engineer and Engineering in Miniature from reports of club activities and photos from our newsletters. They really are our window in the world.

Special thanks to our signalmen, Mark, Barry, Steve, and Martin, and also to our trainee Deven. Thanks to those members who fulfilled the task of Track Superintendent, 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 shown her versatility in various 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. Our boiler statistics are impressive with 17 club boilers inspected and recertified during the year, 7 club new boilers hydro tested, including previous checks of plates and subassemblies, and 2 non-club boilers hydro tested (1 boiler and loco imported from UK, 1 boiler being made commercially). Additionally proposals have been made by club boiler inspectors for AMBSC Code Part 3 revision, including participation on the Part 3 Revision Working Group. Part of all this includes the club's weekly, backup and master boiler records updated. There were no boiler incidents at the club during the year, which is what we like to see.

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, and to Simon for tending the ticket office 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, including the ice creams!

I have not 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

The main project has been the completion of the ballast siding restoration. This has been followed by the construction of the new char shed which not only protects our fuel investment but significantly tidies up the top end of the grounds.

Mark Gibbons and Martin Dewhurst do maintenance on the point motors while bogie maintenance is still regularly done by Mick Murray. Thanks to our librarian Peter Wagner who organises our collection of magazines. Bernie has been painting the signals. Tony has taken to the lawnmowers, and I feel he has a never ending job.

Work has continued sporadically on the elevated track and sleeper replacement on the ground track is becoming a more regular activity due to corrosion. The elevated track will be taking more of our time in coming years as the structure ages. Maintenance is never ending and while we have taken steps to minimise it such as extensive galvanising of steel work, and use of plastic sleepers and weed mat under the track, a continuing effort is required. This provides the opportunity of members to be a part of our collective team in pursuing our main goal which is the railway itself.

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. We farewellled James to the Central West and as a result our show and tell has significantly reduced.

We have seen significant progress on David Judex's Manning Wardle and lately his Year 12 project an HG guards van. We regularly see components for Ross Bishops and Jim Mulholland's ploughing engines and also parts of David Thomas' 620 class. It has been pleasing to see the assistance given by other members where it is needed.

Both Geoff Hague and Bill Perrin have been making use of new workshop facilities to machine wheels and other parts which is pleasing to see. Model engineering is alive and well at SLCLS.

6. AALS & AMBSC & Other Visits

The convention this year was at Bunberry in Western Australia and 8 members and partners attended, which is very good for such a long way to travel. Members also attended other clubs invitation days, including Newcastle, Hornsby, the popular Hot Pot, Western Districts and the scale day at Orange. We are usually well represented at other clubs invitation runs.

7. Our Future

Last year I wrote we had no lease. Currently we still have no lease but action now seems to be occurring. Council has advised us that they do intend to give us a lease, but it remains a matter of details and process. From the recent high numbers of patrons, I think what we offer is unique and we hope that our council wants to capture that. However we are operating very close to if not at our capacity, and a high level of continuing member involvement is necessary to maintain the public service we provide. For this an increased membership would be nice and I would encourage members to promote this to those who might like to join us.

Hopefully a significant number of our future members will be active model engineers.

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

This will be my last Presidents report. I would like to record my thanks for the many members who have actively assisted and supported me in this position, many of whom are no longer with us. In my time, the Board of your Society has always worked well together with the various Directors and position holders actively fulfilling their roles, and this has made my job much easier. We have been blessed with a mix of backgrounds from accountants, engineers, tradesmen, and others such that the variety allows us to properly address any issue that may come before us. My desire is to see the Society maintain its position as the forefront live steam model engineering society with quality grounds and facilities for members and which engenders a mutual trust and friendship among us all. As our first President always insisted, let us continue to make sure we do things in a 'railway like' way.

Thank You.
2 June 2018



A Welding Table

John Lyons

During my teaching career there were advantages of having school workshops and their facilities at my disposal. One piece of equipment I did miss on retirement was the welding table in the purpose built welding bays in my last two teaching placements.

I now have a welding table that has been in use for many years, all the components recycled from a previous application. My local shopping centre has had many reincarnations (not as many as Dr. Who) and usually there was a skip bin or a rubble pile involved. I have always made a point of seeing what is been got rid of. My table top came from a rubble pile. I think it was the cover for a drainage pit or something similar. It is checker plate 10mm thick and 730mm by 500mm. Underneath to strengthen the plate are two pieces of flat rectangular steel 75mm by 10mm welded just inside the long edges the full length of the plate.

The legs were made from steel angle 75mm by 75mm by 6mm rescued from a gutter some suburbs away. The angle was a bit rusty but it cleaned up well and is doing the job very well. The table is fitted with some old lawn mower wheels and some hard wood fence railing was used to provide for the wheel supports and extend the legs to give a suitable working height. Some bent steel rod provides a handle to help move the table around.

Perhaps the most useful part of the welding table was from another find. This was a piece of galvanised rolled steel joist 256mm by 145mm by 800mm long. This was discovered in a skip bin and with a bit of an effort it was retrieved and transported home. It had been cut with an oxy torch and was cleaned up easily with the angle grinder. The top of the joist is flat and it is so convenient to be able to clamp pieces of steel on to it in order to complete the welding you wish to do. There is as well a good clamping surface for the earth clamp.

The table has had a great amount of use. It can be rolled into place or put away easily. I have to remember to warn others present that there will be bright lights at some of the windows.

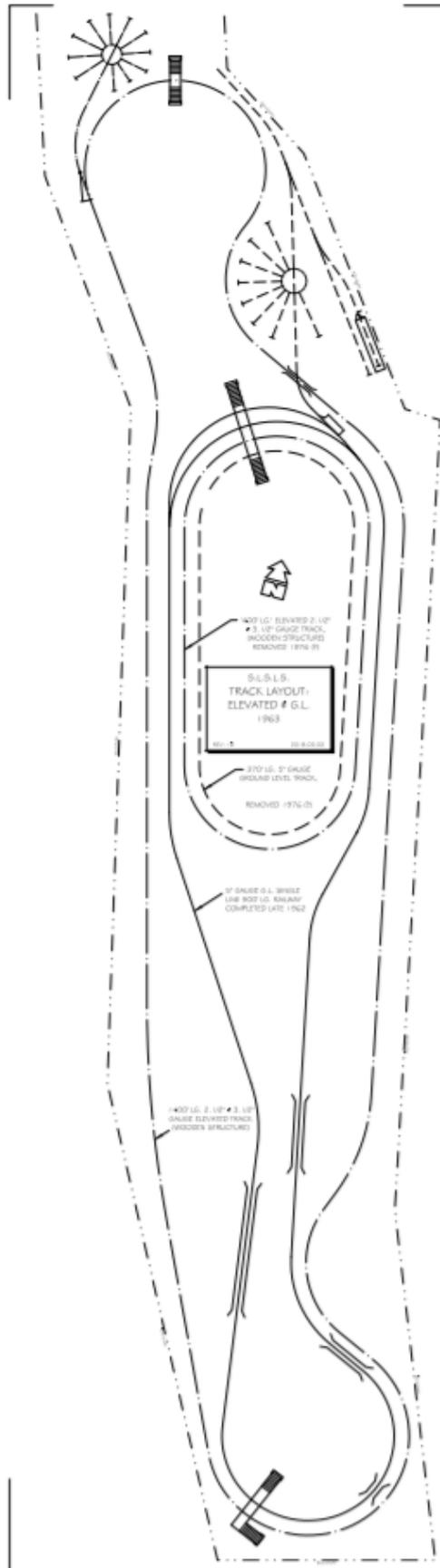
There is more rebuilding at our shopping centre at the present time. There is probably a skip bin but with the present regulations the whole worksite is completely enclosed and screened off from eyes that may be interested in what is going on or what is being thrown out.

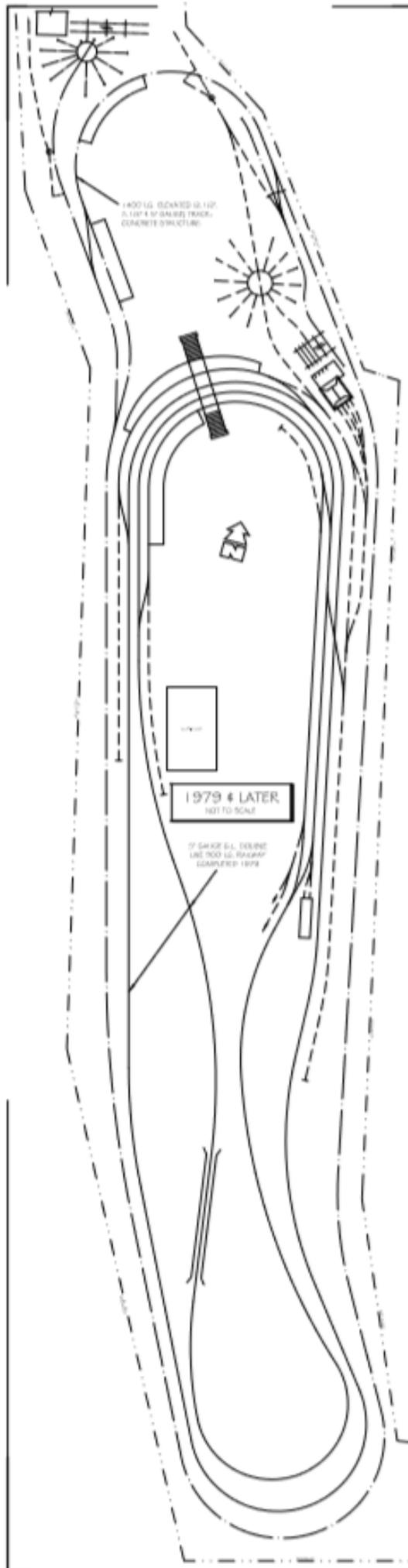


The welding table with RSG in place and some clamps in position.

The SLSLS Track Layouts

Peter Dunn has drawn up the general track layouts that existed in the grounds. The first one is circa 1963 and shows the original 5 inch ground level track inside the 2½ inch, and 3½ inch elevated circle of track and the routes of the original elevated and ground level tracks. The second drawing shows the current layout which largely existed from 1979 onwards with the double track mainline and the removal of the original small elevated and ground level tracks from the area subsequently occupied by the clubhouse.







Above: Double headed Springboks! Simon with his new B1 leads Gary and Impala around the bottom curve.

Below: On our interclub, Andrew and 411 pilots Neal and 3609.



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Track location is Anthony Rd, West Ryde adjacent to Betts St, behind West Ryde shops. 33° 48' 15.99" S; 151° 05' 12.78" E

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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 \$4 adults, \$2 children. Rides are \$2 each.

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