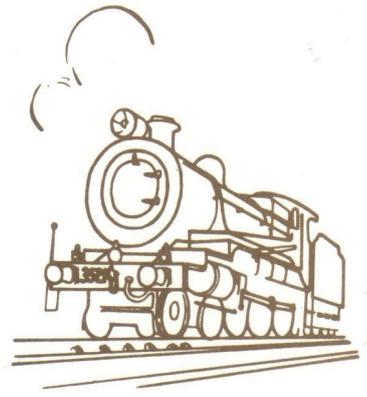


Sydney Live Steam Locomotive Society

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

'Newsletter'

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Ross Bishop and Toneya head uphill with a good load on our fairly (Covid) normal May Running Day.

May Running Day.

We were looking forward to a less restrictive running day since we had been in lockdown. Bookings were still on line so we knew how many visitors we could have. The day dawned rather cold with heavy cloud and some rain about lunch time but fortunately it cleared and we even enjoyed some sunshine into the afternoon.

In the morning Mark G and Martin D gave some attention to trailing points #10 to get them working well. Other members pitched in and looked after the other tasks that were needed to prepare the grounds for our day to operate.

At opening time we had Mick M and John S at the main gate checking the QR code requirements and seeing to the on line ticketing. John H was at the main pay station to look after visitors that had not booked on line but fitted in with our number restrictions.

On the elevated we had a number of two car trains. Bernie hauled one with his 0-4-0 Blowfly with Bill P as guard. Second train locomotive 2-8-2 Heritage Mikado was driven by Evan L and Jo-Anne T riding guard. Garry steamed his 4-6-0 B1 Impala and had Craig D as guard. Simon C had his 0-6-0 Simplex double heading with the B1 but came off with steaming problems leaving the 4-6-0 to continue on its own. Attending to the station was Paul T, David C who experienced his first time as a guard, and Bill P.

Running on the ground level on the outer main Arthur H drove the 4-8-2 Mountain class with Geoff H guard. The other train on the outer had Graeme K running 2401 4-6-2 as train engine and Brian K and his 45 class diesel outline loco running pilot. Guard on this train was Tony K and at least Peter D was a station attendant.

The inner main saw Ross B with 0-6-2 Fowler Tonya



Bernie and Blowfly on 2 cars had an enjoyable outing on the May running day.

hauling the green car set and Graeme T as guard. One of the cars derailed a couple of times and was removed allowing the set to run well for the rest of the afternoon.

The second inner train was run with Warwick's 2-8-2 WAGR V1224. After the initial lap with the drains opened, they had recently been worked on, it was back to loco for

June Running Day.

In sporting terms, "Play abandoned due to rain". The forecast was not promising and as the day turned out it was rainy and windy. With our on line booking system it was very easy for John H to notify those booked of the intention to call off the run. After lunch there was no let off of the

some adjustment and it was then back to work with the Pullman set. There was another short spell in the siding to raise steam but after the resuscitation it ran well for the rest of the afternoon. David T did most of the driving and Tony E was the guard. The station was attended to by Carol L and Chris D.

The signal box was attended to by Mike D and Martin D assisted by Mark G. Peter W looked after the ticket selling using a new POS (point of sale) gadget for on line payment, Peter reported 1098 rides being sold. While the kiosk is closed for the public Liz and Joy provided afternoon tea for the workers.

While it was a cold afternoon there were a lot of happy faces as our visitors left, thank you to all the members who worked to make the day a success. Our Treasurer was more than happy to have some incomings after all the out goings for such a long time.

Left: Mike and Martin signal the May day trains! Right: Prior to running commencing Mike, David T and Graham T remove the crepe myrtle pending the new toilet block.



Editorial

How quickly things change. In May we were able to have a successful public running day. June was a washout and the following Saturday was a regular working day and by the time we were enjoying our evening meal we were in lockdown again. Since then the situation has got more severe for some of us depending on what Local Government Area we happen to reside in. It has made such demands on every aspect of our lives. I hope that all of us in employment have not been disrupted too much and the rest of us have been able to make good use of our isolation time in the workshop. Please keep in mind to send some photos of the progress on your projects to share with us through these difficult times.

Follow the rules and keep safe.

John Lyons



Above: David T and V1224. The long almost winter shadows with otherwise strong sunshine made well lit photos hard to get.

Below left: Mark and Martin do some maintenance work on the point motors.

Below Right: Brian K and his newly acquired 45 class leading Graeme K down the outer main.

Bottom: Arthur and the 4-8-2 step out with Evan and the Heritage 2-8-2 on the elevated. The newly applied boiler bands on that long boiler are most evident!



rain and wind. Only Graeme K unloaded his loco with all other passenger haulers kept in their vehicles. Jim and Dom M had their two locomotives, the Pannier and the 4-8-2 3901 for testing. Both completed the hydro tests but the worsening weather conditions had the steam tests put aside for a future time.

Some members set off home early while many enjoyed a good chat and a cupper in the warmth of the club house. A good way to fill in a wet cold afternoon.

Further Running Days.

With the current Covid-19 lock down we have lost our July and August days as well as the Inter Club day we were to host. Where we go from here is anyone's guess and whatever restrictions we will face as well are up in the air, time will tell!

Works Reports.

Since the last Saturday in June we have not had access to the grounds for any work on site. Up to that time tidying up around the new Disabled Toilet Block site had begun with the earth works around the site being attended to. Electrical and plumbing needs have also been looked at. The western retaining wall is as good as complete.

The elevated track replacement project now has the bulk of the components completed ready for the second phase of construction to get under way. Warwick A did an audit of the posts and found there were a few short. Bill P, John L and Warwick completed two of the four required on our last work Saturday. Of the nine expansion joint assemblies we have six stored on the signal box deck, one set at Seven Hills with John L and two more to complete. These need to have the sets of closure rails completed so that assembly can be completed. The channels were to have been rolled by now but the building lock down put an end to that. We will have plenty to get on with once we are out of lock down. I am sure we are all looking forward to that.



Below: Dom & Jim attend to Pansy for a boiler test. Also seen is a very nice 3½ inch gauge 9F tender which Jim has acquired. Bottom: A jack, a brick and some mortar applied by John L repairing one of the reasons we need a new elevated track!

Right from top: Nigel W's boys, Benjamin and Ezekial helping John deliver coal to the steaming bays.

Right: David T and Mick adorn the new toilet entrances.

Right below: John L mulching underway!

Right Lower: Mike D drilling anti tip rail holes in new elevated channels.



Lists!

Forward by John Lyons.

Main content provided by Bernie Courtenay.

Lists, we all have them, what shopping we need, who to send cards to, what to get at the big green hardware store and many other reminders. Lists are even sung about, in Rogers and Hammerstein's "Oklahoma" one of the songs has, "here is a list, a practical list of don'ts for you." And then in Gilbert and Sullivan's "Mikado" the Lord High Executioner had "a list of people who simply won't be missed." In an Opera Australia production back in the 1980's the "List" was up dated to name contemporary political figures who really would not have been missed. The most frightening list that I was ever concerned with was the 1960 – 61 Sydney Teachers College Spelling List. If this spelling test was not passed by the time you graduated from Teachers College it could have severe consequences including financial disadvantages as you progressed in the teaching profession!

Bernie Courtenay has provided this List of DON'TS for Trainee Enginemen, when workplace safety was in your hands.

Trainee Enginemen of to-day are the drivers of tomorrow.

Remember Safety First to-day helps to ensure you of tomorrow.

So

Think, Act, and Do - Safety First

The following are all **DON'TS**:

- Walk through steam vapour.
- Step over pits.
- Walk between buffers.
- Cross lines before looking both ways.
- Climb up or down engine steps with anything in your hand.
- Forget to sweep all coal from engine steps.
- Test water in gauge glass without making sure gauge protector is in place.
- Open fire hole door before opening the blower.
- Put the injector on before making sure hot water service valve is turned off.
- Put hand outside of ring of fire irons.
- Handle fire irons without a piece of waste or rag in hand nearest the fire hole door.
- Open filler plug on lubricator before assuring all steam valves are turned off and drain plug open.
- Open hot water service hose before having a firm hold about 12 inches from the end.
- Put injector on if anybody is near overflow pipe.
- Use hot water service hose in depot.
- Forget the injector overflow pipe when getting on or off engine.
- Move engine until you are sure everyone is clear.
- Use flare lamp near smoke box door when first opened.

- Clean spark arrestor on road with coal pick, but use short pricker from the ground.
- Open blow down cock before making sure everybody is clear.
- Put pawl of turntable in with your foot, use your hand.
- Climb over coal to fill tender tank, use ladder or cat walk
- Try to over reach in obtaining the water column or pushing it out.
- Step off engine before making sure where you are going to stand.
- Go between buffers to couple up before the driver compresses them.
- Put your fingers inside the links when coupling up.
- Go firing without using goggles.
- Try to put a fire on too fast, take your time.
- Swing rocker bars with your legs apart; face the engine cab seat, legs together and one foot directly in front of the other.
- Put the flare lamp near the feeder.
- Use rubber sole shoes.
- Get off moving vehicles or engines.

All these "don'ts" result in the question why? So study them thoroughly and I will examine you to see that you have the correct answer. If you are in doubt ask and I will explain.

During your training period remember: YOUR SAFETY IS IN YOUR OWN HANDS.

Annual General Meeting

At the recent Annual General Meeting there were changes to the Board. New members include Mike Dumble as Secretary, and Director David Lee.

The current Board is:

President	Mick Murray
Vice President	Evan Lister
Secretary	Mike Dumble
Treasurer	John Hurst
Directors	Ross Bishop, David Lee, Neal Bates

Diary

At the time of publication there is no idea as to whether any of these events will actually happen. However it does serve to show what we might be missing out on!

17-19 September	CSMEE Invitation Run.
18 September	Public Running Day
16 October	Public Running Day
30-31 October	Small Gauge Festival SLSLS
20 November	Public Running Day
4 December	Christmas Party Run
18 December	Public Running Day
31 December	New Years Eve Run (Friday)



On a 16mm loco builder group, a bloke posted that he had an Eric for sale. There was not much interest (it is a builders group after all) but after a couple of days he posted a couple of photos and his low asking price. I immediately recognized it as one built by Roger Hattersley from

the Hornsby club and I recall admiring it back in the day at one of their displays. An attack of nostalgia got the better of me and quickly the deal was done.

For the uninitiated, Eric is a 16mm scale (32/45mm gauge) 0-4-0 loco based off the Kiama Quarries Fowler locomotive, designed by Brian Wilson in Queensland. In many ways it is a development of his 'Edwin' design that was published in AME years back. The design was published in a book titled 'steam trains in your garden' which quickly became the go-to reference book for garden rail live steam. In addition to the base design, there are various details for coal firing, converting to 0-6-0 or 0-6-2 types, other body styles, slip eccentric and rolling stock. This particular version was slip eccentric and 'peckettised', with bodywork to 7/8" scale, a very attractive little loco and would be a good mate for Jack.

When it arrived in the post, first thing was just to see what would happen. I tried lighting it, no good, gas leaks everywhere. I remade a couple of the joints and got it to light but it wasn't happy. I removed the entire gas system and put it in water and the gas tank was leaking! Tried repairing, unsuccessfully,



so made a new gas tank, valve and pipework, removing the valve from the cab doorway and tucking the gas tank right up out of view in the corner, messy pipework and things in the doorways one of my pet hates on garden locos. On cutting open the old tank to



have a look, the base was a super tight fit and there was no solder penetration at all!

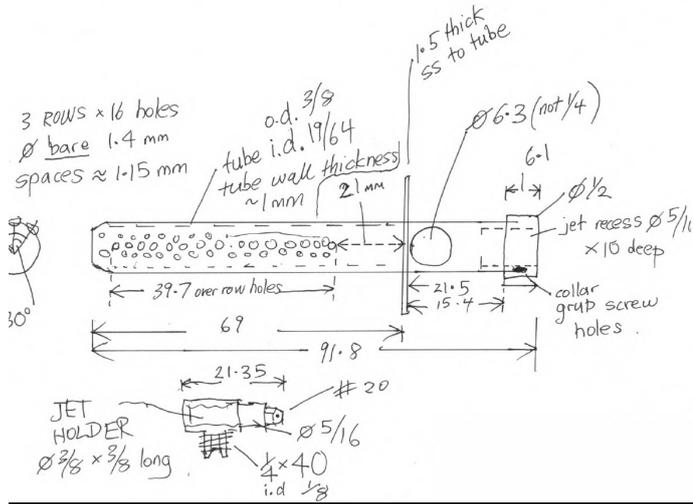
With the new leak free tank the burner would light, but was like a blowtorch out the front of the flue. Persisted and managed to get a little pressure in the boiler, but water poured out of the gauge glass fittings and leaks out of pipe tails showed a few more things to be attended to.

So attended to all the leaky pipe fittings. The gauge glass was fractured below the bottom nut and the lower fitting clogged with broken glass and black rubbish.

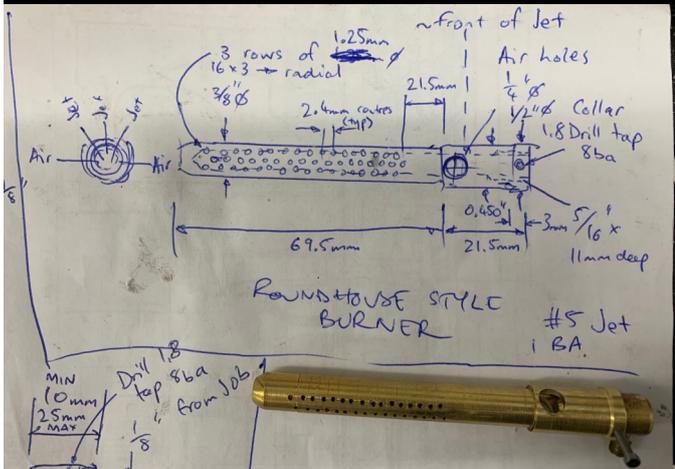
Next I made a roundhouse imitation burner. (I've no idea what I'm doing with gas but trying to copy something that works seemed a good idea and worked for the 26.) This was much better. The fire lit easily and flashed back down the flue and the flame held stable on the burner, but it was loud. Fiddling around with the burner and the loco In steam, I noticed steam coming out next to the flue. With all other pipe and fitting leaks solved I couldn't blame it on anything else and knew this wasn't a good sign!

So pulled down the loco, removed the boiler and gave it a hydro, several leaks! So resoldered every joint in the boiler,





Lots of burner details were passed around in an effort to get a decent burner! Above is Simons detailed sketch. Below is Andrews' interpretation.



adding 3/4 of a stick of silver solder into it! Like the gas tank appeared nice neat little fillets but I imagine no penetration and not enough heat on construction.

On reassembly, the bottom water gauge disintegrated (dezincification) so new bottom fitting in bronze. Other repairs, reworked turret banjo fitting, the pressure gauge had an internal leak and had to re-solder the bourdon tube. (I'd say it had been fired up with no water at some stage, getting too hot and melting the soft soldered pipe components, including the pressure gauge). One of the rockers was loose so needed to reset the valve, made a Goodall water filling valve and couplings for it.

It all sounds like a lot, but with lockdown clearing the schedule and Eleanor on night shifts, it was only a week's worth of evenings.

Her first track test was promising but showed there are still a couple of areas for improvement. The valve gear on one side requires some tweaking, and the burner still sounds very angry and could make a bit more steam. Both of these are solvable. Burners are a bit of a black art the commercial manufacturers have solved - worst comes to worst the imitation roundhouse burner could be replaced with the genuine article!

I went to the Hot Pot Run on the June long weekend at the Illawarra Live Steamers at Wollongong. There was no soup and bread rolls due to Covid 19 concerns. Visitors had to make their own arrangement for lunch and dinner. Tea, coffee and cakes were provided for morning and afternoon tea. The weather was reasonable but windy and very unpleasantly windy on Sunday.

I arrived on Friday and steamed up my Simplex and went for a run. The moist air made for rather extreme steam effects. I couldn't see anything ahead, and to look at my gauges, I had to momentarily turn on the blower hard which cleared the exhaust. There was a new tunnel I had not seen before and the track is long and varied making for a very pleasant run. Garry arrived an hour or two after me and ran 3658 and goods train of 10 wagons. Graeme Kirkby was running also with his 2-6-0 American.

It was very noticeable that the steaming bays were not full, as they always have been in the past, although I remember that things were a bit quiet in 2019 also. This year was significantly quieter even than 2019. Other SLSLS Members I saw were Bernie, Arthur, Ross, also Max and Zac. I think David Lee was there and I could have missed others. There were only two merchants present, Ben of Bolton Scale Models, and Ramsey of DNC. In the past there have been at least two or three other suppliers.

Max had his Sherwood built Baltimore and Ohio 0-6-0, which he had done a lot of work on, to his usual standard of uncompromising excellence. I wasn't taking photos but took a couple of this fine engine.

Barry Potter was there from Orange with his usual long train of goods wagons and I think Roger also, but the Bird brothers who usually attend were absent.

A feature of the Hot Pot is the assistance given to visitors by the members at the unloader. You never have to wait long for attention and they are on duty for long hours of the day. They are quietly efficient and helpful, and their efforts along with the other track supervisors, and of course the signalmen make the experience very easy and with minimal stress for the visitors.

Below: This is Garry Buttel's backyard railway! It is Gauge 1 but there is room for an additional O Gauge track. One wag (who shall be nameless) suggested that "To make it look realistic, he should fill the space reserved for the second track with retaining walls, equipment rooms, OHW structures, commuter car parks and lifts and ramps for station easy access upgrades."



AROUND THE



Top Left: Andrew, Mike, Garry and Simon all seem pleased to inspect Garry's new grate (at a social distance).
Top Right: John L and Bill P prepare some moulds for some more elevated track piers.
Above Left: Garry seems pleased with his Belpaire modifications to his 38.
Above Right: David and Bill work hard at removing protective plastic film from laser cut anti tip rail brackets for the new elevated track.
Below: Scenes of the new toilet block construction, in skeletal form, and then clad with some grounds levelling.



THE GROUNDS



Top Left: Mike D is painting safety lines on the new steps watched by some shadowy figure.
Top Right: Chris D at work levelling spoil around the clubhouse work area.
Above Left: John L cutting steel bar for the elevated expansion joint assemblies.
Above Right: John H replacing glue with screws on the ground level track ramps.
Below Left: One of many welders involved in making new elevated track panels was Simon.
Below Centre; Martin and Shiela reinvigorating the garden at the entrance bridge.
Below Right: Eddie and John transport finished expansion joints to storage.



Lining Wheels

Simon Collier

The Lined Apple Green livery used by the LNER is a very attractive colour scheme and was a natural choice for my Springbok build. However, when the time eventually came



to paint, I had to think hard about how I was going to approach this difficult job. I have encountered many problems, and just one example is that I had mixed to a provided sample no fewer than four batches of paint, at considerable expense, until I obtained an acceptable, though not ideal, colour green, and one that didn't set in the tin before I used it!

A feature of the Apple Green B1's is that the wheels are painted and lined. As I painted the various parts, the wheels were very troubling in the back of my mind. I considered masking tape, draftsman's bow pen and hollow needle pens. After trials, the latter was easily the most promising. It became apparent that the wheelset would have to be held vertically between centers, so the paint pen could be offered to the job vertically. With my mill's head fully raised, and a very short center bolted to the table, I was able to fit a long thin center in the chuck to hold the top wheel, but also allow room for the paint pen, including access for the axle boss lining. To load and unload wheelsets, I would locate them on the bottom center, and bring the quill down a couple of inches and lock it.

Although syringe cannulas' plastic connectors are surprisingly tolerant of solvents, I wanted a metal pen with a bit of weight to bear on the wheel, and a close sliding fit in the holder. The set up is shown in the photo. The pens were made from 18G and 21G cannulas. The needles were removed from their plastic ends with the Dremel cut off disc, and Loctited into brass nozzles drilled 1.3 mm and 1.1 mm, respectively. These had a 1/4 x 32 thread to screw into the stainless 8 mm body. The nozzles were counter-drilled 4 mm and this cavity is where the paint was loaded. Humbrol enamels were used. The pen holder was a brass slug drilled 8 mm and held in the DTI stand. After a few trials, I wanted more sensitivity than moving the DTI magnetic base, so I held a Myford vertical slide in a low vice and placed the DTI stand on that. This allowed

fine adjustment. The procedure that evolved was to apply the loaded pen and very slowly, manually rotate the wheel set, turning the bottom wheel. When the revolution was complete, the pen was immediately lifted. To start, the pen was lowered onto a small scrap of paper towel placed first on the wheel. This procedure was painstaking as a very slow, but constant rate of rotation was needed for smooth, even thickness lines. It took perhaps 13-15 minutes to go once around the 6" drivers.



I had done quite a bit of testing on spare wheelsets. I decided that the white lines should be done first. (Figure 3) The next day, black lines were applied next to the inner rim white line, and at the outside of the rim. These served as boundary lines for filling in the black with a brush subsequently. (Figure 4). The black axle ends were painted in by brush. (Figure 5). The set up allowed easy reloading of wheelsets to touch up mistakes.

Generally, I am satisfied with the results. Naturally some wheels are a little better than others but they are all acceptable. Like any amateur lining job on our engines, we can realistically expect only an overall good look which however doesn't bear close inspection of individual lines.



25 Years on the World Wide Web!

Warwick Allison

It is hard to believe that our web presence is now 25 years old! Yes we have been using home computers for at least that long! We put our web site up on 10 October 1996. At the time there were only three other clubs with a web presence, Bendigo, Evandale and Bankstown and connections were by dial up modem (remember the booping's, twangs and dings?) Those were the days when the ISPs (and many users) were all geeky and a connection often came with some free web space. In our case it was set up on Warwick's free web space with a local Internet Service Provider - Penrith Netcom. They were a couple of grammar school kids who set up some modems in their garage! They grew very quickly to become Planet Netcom (they had a second connection hub in Forster or somewhere) before selling out to Eftel. From there the service went downhill with an overseas help service, although ADSL did eventuate. Eftel was eventually taken over by Vocus who decided to ditch the brand by not offering a NBN connection. They were much more interested in long haul commercial data services. Thus the home was to be lost and

in 2019 we transferred the files to a commercial web service company (which now costs) where they now are.

About 2004, with Brian Carter's help, we obtained our own SLSLS domain name, which then pointed to Warwick's home web space.

Setting it up involved learning some of the HTML language. This was not too hard. A typical way to set up a page was to find one already on line that looked a bit like what you wanted, download the code and just change text and pictures to what you want. It could all be viewed in your Netscape browser before uploading too. Once the SLSLS site was established, an AALS site was created in July 2000 and other personal sites all on Warwicks free web space.

In 2010 the format was revised by Matthew Thomas to something a bit more modern and with arty images on each page, and we still have that format today.

Coincidentally in 1996 the National Library of Australia started an archiving service of Australia websites. Now part of Trove, this means that, if you wish, you can travel back in time and look at the past web presence we have had. Even the links work!

An early webpage.. The "Welcome to..." was a scrolling banner. Why the text is cut off it new to me- it wasn't when it was on line! You can still experience it on 'Trove'!



Welcome to the Sydney Live Steam Locomotive Society

About The Sydney Live Steam Locomotive Society

The Sydney Live Steam Locomotive Society was formed in 1948 on its present site. We are located adjacent to the car park behind West Ryde shopping centre in Sydney, New South Wales, Australia and open on the *third* Saturday afternoon of each month from 1.30pm to around 4.30pm. We have three miniature railways on which we offer rides on trains hauled by miniature steam locomotives. The park grounds are a popular location for children's birthday parties or small group afternoon gatherings. For the enthusiast it is a good spot to just lie back and watch those steam trains work hard pulling heavily loaded passenger trains! We have a kiosk which sells drinks, ice cream, cakes, chips, etc. Entry is \$2 for adults and \$1 for children. Rides are \$1 each for all ages.

A recorded telephone message with the above information is provided on (02) 9874 8696. **Please note that trains will not run on days of total fire ban.**

Look at our operation in "Railway World" June 2001 on page 44!!!!

Attention Party Groups!!

If you are intending to hold a party, and you wish to pay for your guests, we can now offer to sell you entry tickets for you to issue to your guests before the day. This will mean your guests will be able to hand in the entry ticket & not have to pay on entry. If you wish to avail yourself of this service, please post your cheque for the required number of tickets (\$2 per adult, \$1 per child) to the Secretary (address at the bottom of this page), and include a stamped self addressed envelope for the return of your ticket. Please allow at least 3 weeks for the return of your tickets.

Please note we do not pre-sell ride tickets. These are available on the day.

In the Interest of Your Safety:

Please note that alcohol is not permitted in the grounds. Train passengers are required to wear fully enclosed footwear, keep their feet on the footboards, sit up straight and follow directions given in the interest of safety whilst riding. Use of video cameras on moving trains is not permitted. Intending passengers should consider the small gauge of the railway and not carry babies in arms, ride backwards, or across two carriages or with a medical condition that affects balance, or otherwise do any thing that may cause instability to the train.

Be aware that steam engines are hot, emit smoke and steam and sometimes cinders. This is an integral part of the attraction of this type of motive power. It might be

Traction Engine or Loco – decisions, decisions! Chris Denton

Completion of the Industrial Plant (reported in previous issues) wetted my appetite for something a little more ambitious – something that could move. At this stage I have to admit to being just one step up from a complete novice with respect to the steam world. But fortune favours the foolish so in glorious ignorance I undertook a quick perusal of the alternatives available to me. With immodest speed I narrowed down the options to a loco or a traction engine. Or more correctly what I thought constituted a traction engine – a steam engine mounted on a boiler with wheels. I started to look at each option in a bit more in depth.

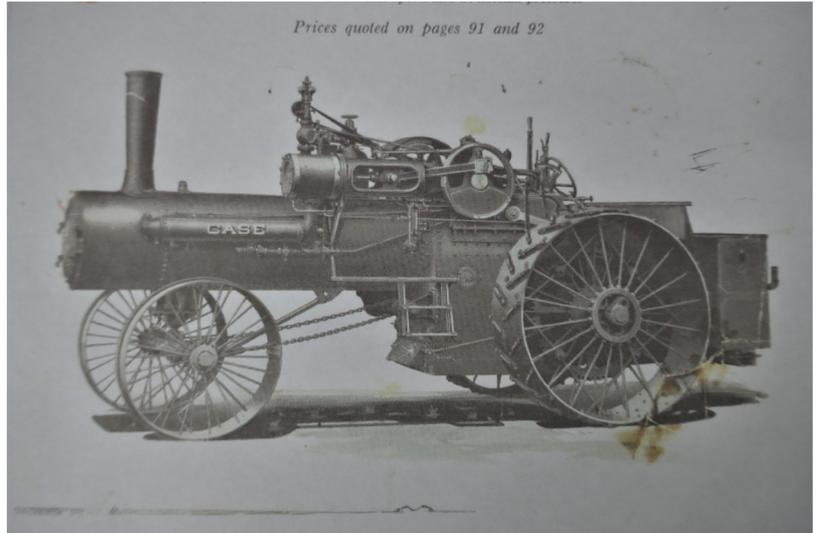
Being an engineer, by profession and genetics, a decision process was called for. Seemed straightforward, so I thought. Just list the pros and cons of both alternatives and go from there. The result is summarised in the table below.

My decision process was, lets say, superficial or qualitative rather than objective. The analysis leaned towards a traction engine, driven principally by my (limited, or being more optimistic, “still developing”) level of technical/mechanical ability and flexibility in use of the finished product. So a traction engine it was. Sized about 600mm long it should be able to move me and be moved by me. How easy was that! Easy but maybe not so wise as a few club members murmured. What did they know that I didn’t?

Being a bit slow on the uptake, I decided to push on regardless. The first puzzle to solve was what exactly was a “traction engine”? It seems there are (what I called) traction engines and traction engines! Apart from all the different types such a ploughing, stationary, mobile, road, etc., there seems to be generic geographic divisions i.e.

English, European and American and then a multitude of Brands in each country. The traction engine rabbit hole I entered seemed bottomless.

And then I stumbled onto what I thought was the ideal choice, an American 80HP Case traction engine. Why the Case? To start with it seemed like a simple machine with a slide valve single cylinder slung off the top/side with a straightforward boiler design. The engine was produced in a series of sizes that had remarkable resemblances to each other. In 80HP size at 1.25 scale the result will be a unit a bit more than 600mm long. There were plenty of these engines produced and the Case brand still exists (although not American owned I believe), so I surmised



construction information would be available. On the downside they were designed to perform, not to look pretty. To true-believers they have a “rustic” look. Non true-believers would probably consider them butt ugly. But in accordance with current woke thinking, I

Loco	
Pros	Cons
Attractive end product	Too technically challenging
Useful – could pull a load	Limitations on places to operate
Technical challenge (I like a contest)	More expensive than traction engine to construct
Construction information available	Fear of comparison with current loco owners
Traction Engine	
Pros	Cons
Attractive end product	Not a loco – locos are really cool
Useful – could pull a load	Maybe too technically challenging
Could be used anywhere	Lesser “status” than a loco
Manageable technical challenge?	
Relatively easy to move around	
Construction information available	
Less expensive than loco to construct	

was prepared to overlook mere aesthetics. The decision had been made – it was a Case 80HP at 1.25 scale.

In hindsight, with some of the construction under my belt, I think some of my logic processes were a bit flawed, or lets be more generous and say naïve. The lack of rigour in the decision process had the inevitable consequences! A traction engine is not a simple construction and is definitely a serious technical challenge. The Case has the normal engine bits and pieces (including a governor) plus other odds and sods like a clutch, differential, four shaft gear drive, spoked wheels, suspension system, proprietary water pump, lube system, etc. Replicating some of the complex cast engine components will be a real trial. The boiler is similar to a loco boiler but it must serve as **THE** primary structural component carrying all static and dynamic loads with all the main and ancillary gear slung off its soft copper carcase. Information on the Case is surprisingly thin on the ground, although I believe original drawings for some models are available but not affordable. It will cost at least as much to construct as a loco and take a comparable amount of time. The smallish size will also mean that many components cannot be faithfully reproduced. While the end product should be readily identifiable as a Case it may draw adverse comment from fastidious aficionados. It will not be a lightweight contender but on the plus side, it will be relatively easy to transport and does not need tracks.

Maybe I should have given more attention to the veiled pearls of wisdom from those with greater experience – but wouldn't that be taking the fun out of it?

P.S. In keeping with loco tradition, my embryonic traction engine needs a name. It is definitely a male, a bit rough around the edges but with a big heart, belonging to another era with an American heritage but conceived in Australia ...hmmmm... I think I will call him **Bruce**.

Post Non Convention Runs or 3800km and 3 play days in SA (Part 2)

David Lee (continued from the May 2021 Newsletter)

My final track was Port Augusta where most of the Trans Australia rolling stock was originally manufactured and where the original train started its journey across to Kalgoorlie in WA. PAMES had to relocate from the original site a couple of years ago and now have their mainline and station loop operational. Although the land looks flat there are some small inclines and subsequent drops as you make your way around the track which is 5" only. Unloading was fairly easy but there is no turntable as yet so turning one of the GMs around was by going out on the mainline and back in via a loop, quite literally. Easy for a running battery electric, engage forwards and notch up a little. The entire 12 and a bit metre consist was marshalled together once again. From the unloader it's a gentle drop

down to ground level taking the right fork out to the mainline and through the tunnel, some large diameter fibreglass pressure pipe. It then turns slowly to the left where one gets the choice between staying on the main or heading to the station. This was the only operating signal on the day and progress to install more

A view of the unloader on the left and the gradual incline of the road to the main. The split to the loop or tunnel just ahead.

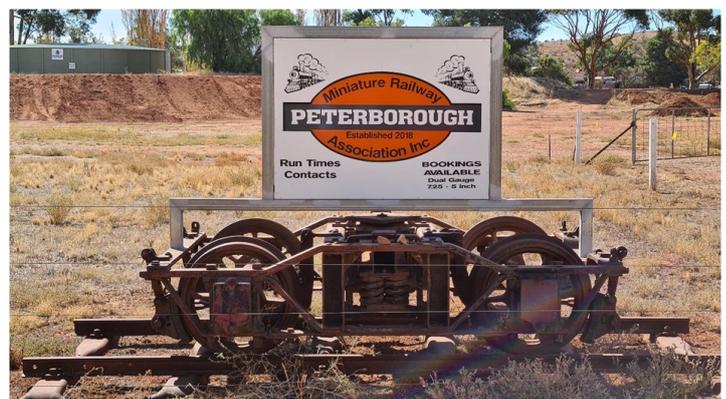


Loading out the train. Coming into one of the station roads.

will continue. If staying on the main, there is a lengthy straight before passing the station on the left and hooking to the right then traversing around to the left at the members end of the grounds and back past the unloader and steaming bays.

The opportunity to hand over the train to club members meant I got to appreciate my handy work circulating as a scale train and brought a bigger smile to my face as driving it myself.

I was extremely fortunate to have members from a new club at Peterborough visiting that day as well. They were





Ruston & Hornsby 0-4-0 and South Australian 930 class at Port Adelaide. This Ruston is a broad gauge version of DR1 that was in the Commonwealth Railways fleet.

track. I popped in to see them on my way to Broken Hill. They have acquired land opposite the Steam Town museum and have been busy making 7 1/4" / 5" track for a few months. They also have a fibreglass pipe tunnel, seems to be all the rage in SA. The lads there are hoping to have trains running by the end of the year but not ready for public running until later on.



The 4-6-0 G class locomotives were at the head of the Trans Australian when it opened in 1917.

Of course a trip like this would not be complete without the 3 Ps. Port Adelaide museum, Pitchi Richi railway and Petersborough rail museum (Steamtown). Modelling Commonwealth Railways brings its own problems with research so visiting the museums in Port Adelaide and Petersborough was a must. Our workshop guide at Steamtown was a little annoyed at me taking so long taking photos at some of the exhibits until I showed him a couple of photos on my phone. Then it was take all the time you need.



Port Adelaide rail museum, also known as Port Dock, has a large array of

down to South Australian locomotives and rolling stock in one pavilion and a smaller variety of Commonwealth Railways stock in a smaller pavilion, dedicated to the museum's founding father, Ron Fluck. Unfortunately the doors weren't open so a 'front on shot' of GM2 wasn't possible, lucky I have one from 14 years ago and there's plenty on the internet. The museum has a small gauge rail that runs a few laps around the grounds and also runs a train down near the water at Semaphore, a suburb north west of Adelaide. As the SA school holidays hadn't started the steam locomotives on these little tracks weren't running so I had to wait until my next stop to get my fill of coal smoke and steam. Although there is a great selection of South Australian locos and carriages my interest is the Commonwealth Railways stock. It was interesting to see the Tea & Sugar train that used to supply the workers and then the towns across the Nullarbor, preserved and under cover. The provisions car is the local shop and there is a dedicated butchers van, which someone told me had a concrete floor. That'll max out the axle loading I'm sure. I cannot confirm this rumour to be true as I had left Adelaide by that time.

The 4-6-0 G class locomotives were at the head of the Trans Australian when it opened in 1917.

The Pichi Richi railway runs a few trips mostly from Quorn down to Woolshed Flat, a half day trip with views of the Flinders Ranges. I had however planned ahead and had a trip from Port Augusta up to Quorn, through the Flinders Ranges and after lunch a leisurely 2 hour trip back to our starting point. The appropriately named Afghan Express travels the old Ghan route through Pichi Richi pass. I noticed that the bridges we travelled over have a plaque from the National Trust, helping to preserve this pioneering line. While one of the original Ghan locomotives, NM25 is in repair, a suitable substitute, W934 headed the train. The cars are original Ghan carriages from the 1920s and the seats ran either side the length of the carriage so kneeling on the seat and hanging out the window to get photos was necessary.

The last of the mandatory rail stops was Steamtown at Peterborough. Peterborough was the meeting point of all the gauges and the museum is very proud of its triple

The dual gauge axle scales, still functioning I was told.





Left: Sweeping right and left as we descend through Woolshed Flat.

Right: W934 at Port Augusta Station

Below: Most of the collection is stored in the roundhouse and as always I'm drawn to the Trans Australian carriages. I took the opportunity to undertake some research, a few photos and pondering my next carriages.



gauge turntable. I believe the only one in existence. There is a small gathering of locomotives, rollingstock and railway memorabilia housed in a small pavilion as you make outside to the turntable, yard and workshops.

Another interesting item was the dual gauge axle scales. Most likely the only one in existence and definitely the only one in the southern hemisphere.

Hopefully it won't take me another 14 years to make it into South Australia next time.

I've made this one and her sister.

Maybe I need to make one or two of these.



Duty Roster.

September: Evan Lister, Simon Collier, Garry Buttel, Barry Millner, Scott Murray, Graham Tindale, Paul Brotchie, Mike Dumble, Deven Shirke, Craig Deacon.

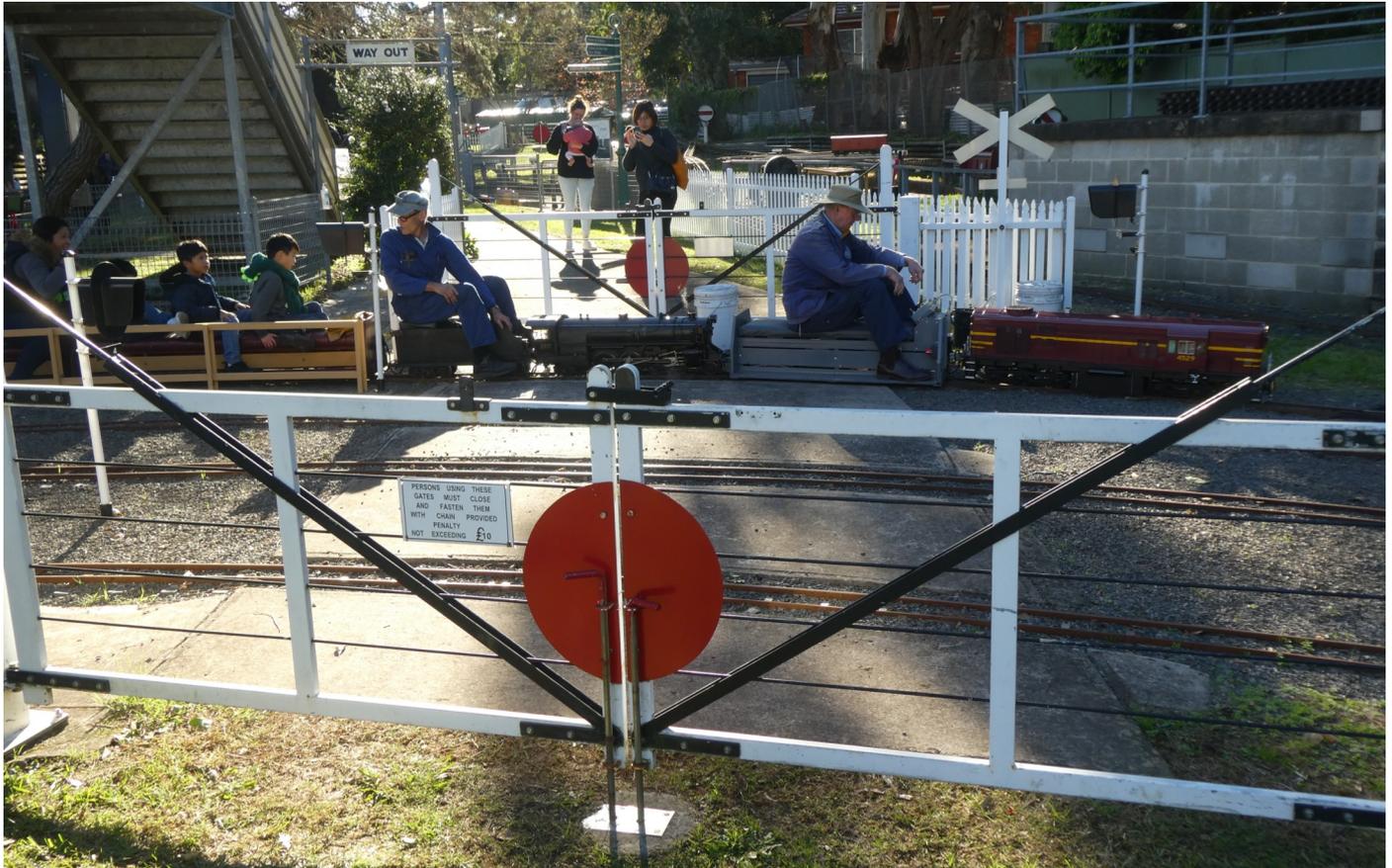
October: David Thomas. Bernard Courtenay, Greg Croudace. Stuart Larkin. Shaun Sorensen. David Lee. Brad Wilkinson. Geoff Hague. Martin Dewhurst, Ken Baker, David Coulshed.

November: John Hurst, John Lyons, Matthew Lee, Jim Mulholland, Martin Yule, Warwick Allison, Tony Kidson, Nigel Woolley, Bill Perrin, Eddie Jones.

December: Ross Bishop/ Neal Bates, Tony Eyre, Jo-Anne Topp, Ray Lee, Peter Wagner, Paul Taffa, John Tulloch, John Simpson, David Judex

January: Mick Murray, Andrew Allison, Mark Gibbons, Wayne Fletcher, Graeme Kirkby, John Noller, Ian Tomlinson, Glen Scott, Chris Denton, Warwick Reinhardt.

Gate Roster and Track Superintendents: To be advised.



Above: Graeme Kirkby and 2401 train engine with Brian Kilgour and his recently acquired 45 class leading on the May running day. Below Garry Buttell and Impala with Craig as guard. If trains ran on smiles this one would go a thousand miles!



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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 \$5 adults, \$2.50 children. Rides are \$2.50 each.

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