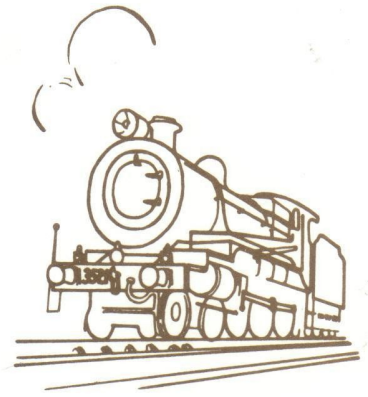


Sydney Live Steam Locomotive Society

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

'Newsletter'

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David Thomas and his South Australian Railways 628. Full story Page 7.

May Running Day.

According to the forecast it was going to be wet and little chance of running taking place. However the rain held off 'till about 4.00pm and our afternoon was able to go ahead even with some patches of sun. The grounds were still very soggy and the worst patch was roped off. Dennis O'B was hard at work cleaning the mould off all the carriages while Andrew A and John S did some super elevation correction on the outer main just at the start of the grade. Martin D looked after some adjustments to #38 points that had been running slow. Warwick A replaced the signal box fan lead ready for summer time.

Simon ran his B1 to check that the modifications he had made to the front bogie would remove the clearance problem on the elevated top curve. All was well!

When running began we had double B1's on four cars

and van on the elevated. Simon with Gazelle and Garry with Impala ran well with John L as guard. Mid to late afternoon Impala was having steaming troubles so Garry returned to loco to sort things out. Simon continued as a two car train with the seats from cars 2 and 4 removed... When Garry had the fire back to normal he rejoined the train and we had four cars in service again. Ken B ran his Simplex with two cars and van, Brian K was guard. Assisting on the station were James P and Paul T. As mentioned earlier the rain started at about 4.00pm. Ken had taken his train off and with the four car train loaded in the station and enough patrons for two more runs the train set off when the rain eased. John L relates the story from here. Starting the second last run as the train departed the station past #7 signal post I noticed a passenger move to put up an umbrella, as we approached the



GL signal gantry I called for him to not use the umbrella. I imagined what might happen if it was caught by the gantry! Speaking to Mick M the following week he said when reviewing the CCTV records someone was using an umbrella riding one of the ground level cars!

The last lap was without incident and things were quickly packed away.

On the ground level inner main Ross B ran "Toneya" 0-6-2 Fowler with the green set with Peter W as guard. The second train was the Wolgan Valley shay with Mick M in charge and David J as guard. The station was looked after by Ian T. On the outer main Arthur H was at the regulator of the 4-8-2 Mountain hauling the Central West car set with Neal B riding

as guard. The Mountain sounded great as it attacked the grade on each lap. The second train, the blue set, was hauled by Graeme K as train engine with 4-6-2 pacific 2401 and Ray L with C3506 in the lead. Tony E was the guard for this train. The station was attended to by Craig D, Paul B and Peter D.

Track superintendant for the afternoon was David L, the signal box was in the capable hands of Martin D, Mike D and Warwick A who as well acted as tea boy. Elizabeth T and Joy E looked after the canteen and provided tea for the members. John H attended the gate scanning the online booked visitors for the afternoon.

A big thank you to all who helped out for the afternoon and managed a rather damp packing up.



June Running Day.

This was a bit of a mixed afternoon as far as the weather went. We had cloud, some spots of rain and strong sunlight. Being June the low sun as the afternoon progresses provides a lot of glare heading up the grounds and the reflection from the windows of the units on Betts Rd., provide glare as we run down the grounds. Setting up saw Ross B and James P inspecting the carriages for running, with, Dennis O'B

Top: Simon and Garry on Gazelle and Impala make a fine sight as they climb the grade to the signal box.

Left: Probably the last train, double B1s in the wet and dark and with the station lights on!

Below: Andrew, Ray and Graeme with 3609 leading 3506 and 2401 train engine set into the climb up the outer main. All May running day.





More May scenes.
Left: Mick and the Shay pull uphill out of the inner main curve.
Below: Arthur and the 4-8-2 and, Below That: Ken and Simplex run down the elevated.



cleaning the seats to remove the mould. Warwick A and Arthur H spent some time sorting and consolidating the coal supplies. Martin D checked the operation of #44 trailing points. John H had a very busy morning answering calls relating to the afternoon's operation.

The elevated track saw double headed green B1's with Simon, Gazelle and Garry with Impala hauling four cars. Garry had steaming problems late in the afternoon. Simon continued with reduced loading but was assisted late by John T with 2-8-0 Z2904. Garry was back on the track later with one car. The second elevated train was of two cars hauled by Bernie with his Blowfly. This combination ran well all afternoon. David T was station master.

On the ground level inner main Ross B drove 0-6-2 Fowler, Toneya, on the Pullman cars with Ian T as guard. The second train was the green set with the Hurst 4-8-2 driven by Arthur and Jo doing guard duties. Both guards filled in with station duties as well.

On the outer main we had some different combinations. The blue set saw Chris D and the Mule coupled in front of Andrew A and C3609. They ran very successfully all afternoon with John S acting as guard. The second train was a triple header. Train engine was the TGR R class now in the possession of a very happy Craig D with



June Running Day: Chris and the Mule lead Andrew and 3609 into the outer platform while Ross and Toneya get ready on the inner main platform.
Below: Bernie and Blowfly coming up the elevated.

Graeme K and 2401 in the lead and Ray L and C3281 in the middle. Guard was Greg C and the combination performed well all afternoon. Craig was probably the happiest person going home that afternoon judging by the smile on his face, first full running day with his locomotive and all afternoon. With Graeme and Ray and their locomotives he could not have had a better pair of drivers for his initial run! Bill P and Peter D assisted on the station.

In the signal box Martin D, James P and Mike D kept all the trains running smoothly. Neal Bates was track superintendent. Elizabeth and Margo were in the kiosk and for the first time since Covid started Peter W was in the ticket office selling tickets. John H was once again looking after the gate scanning in the online bookings. It was a busy afternoon with everyone working very hard. Some extra members would have been welcome.





June running day queues and crowds!

coupled at the back to act as rear bank engine. David J was guard on this train. James had a couple of retreats to Loco for some adjustments but otherwise the two green locomotives looked great together, the Mule proved its worth as well. Ian T and Jo-Anne assisted on the station. It was a very interesting afternoon on the elevated. We started

July Running Day.

It was a cold day and everyone was well rugged up, we had more rain in recent days so the grounds were a bit soggy once more! James S was at the grounds with green C3526 from Dubbo for the locomotive to have its first run on the club tracks. Paul T had a steam test on his Hunslet in preparation for its afternoon run. John T had the boiler for C3813 for a hydro test as it is undergoing an upgrade, it is some time since we have seen this locomotive at the grounds. Mick M was down early testing the brakes on the cars and Mike D was seen cleaning the carriage seats.

Here were some interesting locomotive coupling on the ground level. There was one train on the outer, the Central West set which was hauled by Arthur H with the 4-8-2. It ran well all afternoon and always sounded well as it attacked the grade time and time again as the afternoon wore on. Wayne F was guard while John S, Geoff H and Peter D acted as guards and station attendants. The second train saw Graeme K with 2401 as train engine and Ray L and C3281 as pilot. When Ray came off his locomotive was replaced by Neal and the 422 diesel outline locomotive.

On the inner main the Pullman set was hauled initially by Craig D and the TGR R class as train engine with 422 and Neal at the controls until Jim M had the 4-8-2 "Green Machine" ready and the two steamers performed very well into the late afternoon. The second train was run by the two green 4-6-0's. Andrew A was train engine with C3609 and James S with C3526. To help out Chris D had the Mule

the afternoon with one four car train and two, two car consists. For the first time on the elevated Brian K ran his 45 class diesel outline loco with two cars. The loco ran well with some good loads and had good battery capacity left at the end. Paul T was happy to have his Hunslet back in service and running a two car train. The four car train had the two 4-6-0's, Simon and Gazelle and Garry with Impala. David C was guard for the first hour and was then relieved by Eddie. Not long after this swap Garry started to have steaming troubles and returned to loco by way of some interesting shunting moves. Simon carried on with two cars and then when Garry refreshed the fire and was steaming well again he returned to the track and with some more interesting shunting set off with the two cars that had been detached when Garry returned to loco. We were now running four two car trains! John L was station master assisted by Michael W, Eddie J, David C and young Harry C as ticket collector.

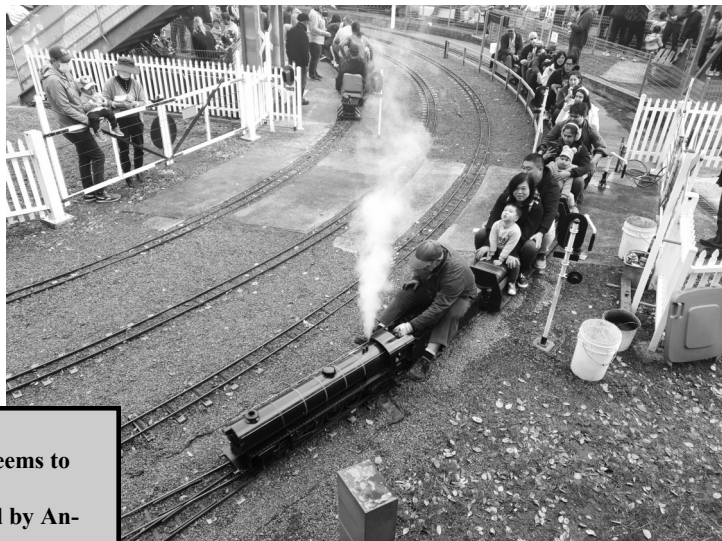
The signal box was run by Martin D, James P and Warwick A in an on and off manner as he attended to other matters around the grounds. Track superintendent was David T and Peter W was once again ticket seller. In the canteen we had Elizabeth, Joy and Margo. John H was checking in our visi-

Below: June and multiple locos certainly makes it difficult to get a photo encompassing all the action! Here Ray and 3281 leads Graeme and 2401 and then Craig's return of the R on the outer main. Ross attends to Toneya on the inner platform.



tors on the gate. We had 757 visitors in attendance and gave 1670 rides. John would like to train some other members for the online procedures as he will not be available for some running days soon, and, he would probably like to have a drive occasionally.

We had a big afternoon and with a few more members present the burden was more shared around. It is starting to get back to how things use to be pre-Covid. Now we just need the rain to ease off and the weather to warm a little.



July Running Day

Right: I don't know why the camera took this in black & white. It seems to show Arthur running back in time!

Below: Ray and Graeme on 3374 and 2401 on the outer are watched by Andrew and James on 3526 and 3609 on the inner.

Martin and James were signallers. Paul Taffa had his Hunslet operational. Brian ran his 45 class on the elevated while Neal and his 422 assisted 2401 after the P class retired for the day. Bottom is 3526 + 3609 stamping up hill. Out of sight is Chris and the Mule assisting in the rear.



Quirindi Historic Village Railway.

Brian Kilgour

Earlier this year – April 29th - I visited the QHVR for their invitation weekend – Friday, Saturday and Sunday. Bearing in mind that the weather had been rather “awkward” I chose to visit on the Friday and as it happened both Saturday and Sunday were very wet !



The members there are very friendly and welcoming. Nothing was a problem and I was helped in unloading the loco and stabling in the roundhouse.

The track is a twice round folded over figure eight in 5” gauge only and approx. 1000m station to station. Starting from the station one travels in a clockwise direction on a steady but easy climb and eventually you cross over the “second” rotation. The tunnel which is below and to your left is approx. 2.5m lower. Once over this point you drop

down to a section of “Gauntlet track” across a bridge and then diverge to the left and then basically you are on the second rotation.

This run takes you past “loco” and then the station and some storage sidings. Access from loco is at the station area and it is possible to cross over to the initial run track but most drivers prefer to do one round to settle their locos down. Continuing on you climb slightly and eventually go into the tunnel on an easy turn. Soon enough you arrive at the gauntlet and of course a glance back is very prudent as the signalling is non-existent !! From this point you are on the outer track and will eventually arrive back at the station. The grades are gentle 1 in 100 and curves nice and easy –



much greater than at SLS. The track is reasonable and I did not see anyone derail any where on the track. The points are a bit of a worry as most of them are spring loaded in the usual alignment for running and I must admit I was a bit apprehensive in running through them, however 4529 is heavy enough to run through with no problems.

My run there was most enjoyable and the friendly nature of the club members made for a most enjoyable day. If you get the chance go there for a run, I am sure you will enjoy the day. There is an air supply and clean de-ionised water available, so you won't have to use the local awful bore water! I have include some photos, taken on my phone, showing the general layout and some of the rolling stock. There were some very nice locomotives both steam and non-steam and carriages and goods wagons of various types.

I suppose it is not a surprise to know that this railway is struggling with finances due to small passenger numbers and high costs and I really hope the Insurance Costs won't break them as this is their biggest headache at the moment. Worth a visit.

Left above: Approaching the tunnel on the second rotation, the first other track is up and to the right, it crosses the inner run over the tunnel.

Left below: Gauntlet track section across the bridge. Once over the bridge you proceed to the right to go to the station or left for the second round.

Above: A pair of TRC's which are used to transport the owners ice chilled drinks !

Below: Detailed 40 class from the Orange club.

Right: A well made Hunslet 2-8-4 narrow gauge engine. The station is in the background and a well travelled Lake Macquarie member Frank Lloyd and his GWR Simplex.



628 In Miniature

David Thomas

The South Australian Railways 620 Class was built in 1936-38 to provide a modern light Pacific that would be relatively fast and able to access lines unavailable to the heavier Webb engines. As 1936 was the year of South Australia's Centenary, it was decided to apply Art Deco styling as was the fashion at that time, especially in America. This included a front end design similar to the LNER Mikado "Cock o' the North", and various items were chrome-plated. The piece-de-resistance was however, the vertical chromed grill and winged headlight installed on the front of the class leader, 620's, smokebox. This had a very mixed reception and was not repeated subsequently! Most other features, chromed items, white wheel rims semi-streamlining were applied to the whole class. Only 620 and 621 were painted green.

620s have not featured strongly in miniature. Currently there are only four examples. The other three model the locos as they appeared in their last years of operation in the 1960s, presumably inspired by nostalgic memories of the last days of steam. Owing to my very limited memories of this era of South Australian steam locos, I decided to make a replica of a 620 as it was originally built. Obvious differences included the fully riveted tender tank (the rivet pattern is a work of art on its own!) and the absence of smoke deflectors.

At SLSLS there has been a trend over many years to build 5" gauge "standard gauge" locos at 1 1/8": 1 foot scale. In part, this provides a slightly larger engine which is useful for our heavy-duty passenger hauling on running days. As the 620s were designed to be convertible to standard gauge, I took this option and built 628 to the SLSLS "standard".

Prior to starting, I discussed construction with a few people. Some in the club said a first engine should be a smaller, simple loco, so appropriate skills could be gained for the more complicated subsequent engine. Phil Waugh, the maker of two 620s in Adelaide insisted that two things were essential: a combustion chamber and perforated plate at the steam dome. So, ignoring the wise comment about starting small, I began. Suffice it to say, that despite having a practical background in applied engineering, I learnt many new skills, some the hard way. There is also a good



Photo shows cylinder block under construction, with valve spindle guides, one in pieces before assembly.

reason why some model makers build older style locos that lack all the tricky details of modern engines!

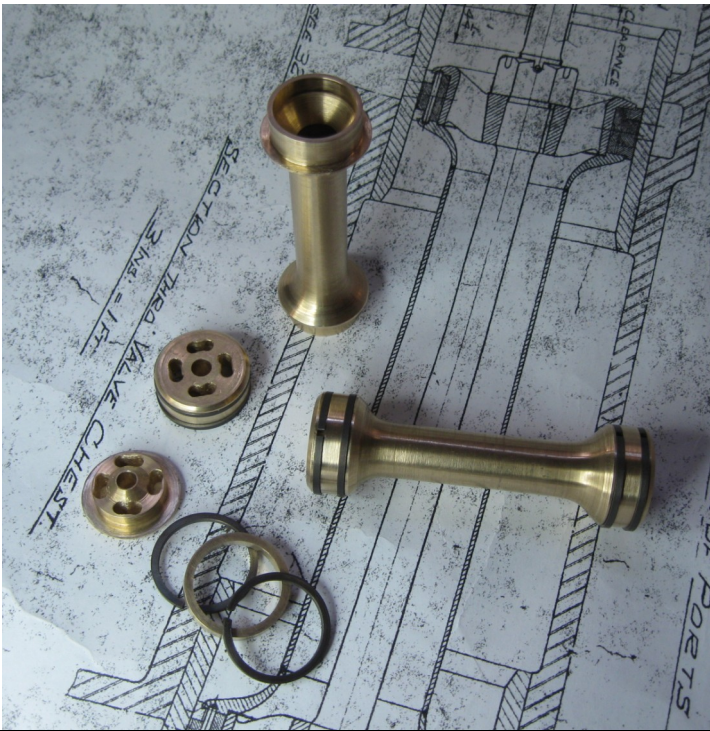
Many people have written about their experiences and methods of miniature loco building, so I will confine my description to some of the less common items included in 628.

The full-size 620 engine main frame is a bar frame. This was replicated with a water-cut version made from 12 mm thick mild steel. At this thickness it was considered unnecessary to use axlebox hornblocks, simplifying construction a little. The rear section was made from 3 mm thick mild steel, bolted on to the main frame as in full-size practice. Most attached items (buffer beams, drag box, gear frame, were screwed on to the frame. Two spreaders were attached by welding.

Driving wheels were laser-cut from 16 mm mild steel plate. It was necessary to cut spoke gaps alternatively to prevent wheel distortion. Cutting was done in Adelaide to the same drawing and in the same workshop where two sets of wheels for SAR 520 Class locos had been made for two members of the Prospect club in Adelaide.

Engine springing was equalised and partly compensated. Equalising beams were installed for the main driving wheels, and the trailing truck's compensating beam was connected via two coil springs to the transverse beam at the end of the driving wheel springing. Full equalisation

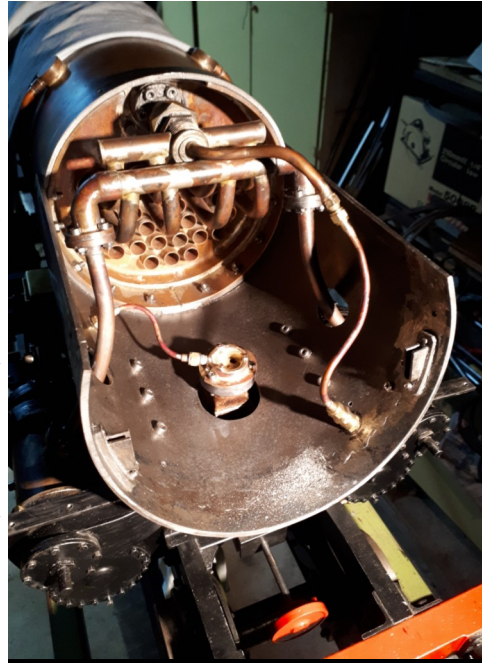
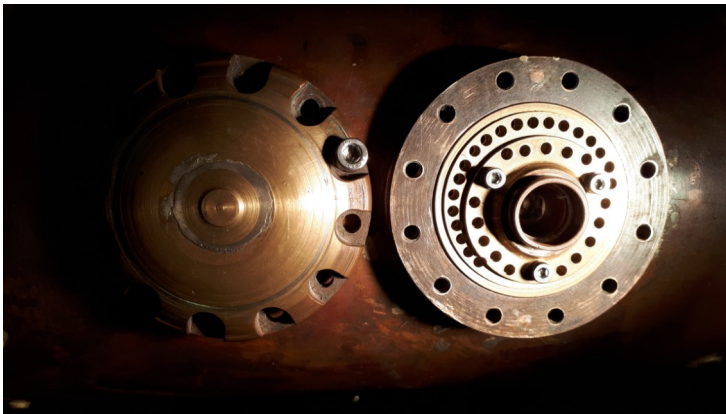




Showing piston valves under construction. These have since been altered to have screwed ends.

was impractical owing to the over-scale mass of the loco, which would have resulted in overloading the trailing truck. The trailing truck is of the unusual Coale design, having the springs attached to the locomotive frame, whilst the truck swivels below. This was applied to various other Australian locos, including the Webb era "Big Engines" in South Australia, H Class in Tasmania, and PMR in Western Australia, to name a few. The trailing truck of 623-9 had roller bearings and the roller bearing housing was replicated, but housing a ball bearing instead. The trailing truck wheels are the only items that used a casting, which was a modified NSWGR Z-13 Class trailing wheel, which had a suitable number of spokes and wheel diameter. Cast iron is the usual material for miniature cylinder blocks, however, as no suitable casting was available it was decided to fabricate the cylinder block and include the saddle base as a unit. This is of course as is done in full-size practice, although not essential in a model. In addition to getting the right overall shape, another advantage of fabricating the block was that

Assembled regulator with perforated plate in steam dome.



The easy access to the smokebox.

steam passages could be made ample and streamlined to provide the best steam flow to and from the cylinders. This was my first complex silver solder job, so I was quite concerned about the images that came to mind about possible fiascoes that could result. It was therefore a great delight and relief to see the silver solder run freely to and through all the places it was supposed to!

Cast iron liners were inserted in cylinders and steam chests. Each steam chest liner was secured by a single screw midlength. The liners ended at the start of the exhaust passages, avoiding the drilling of exhaust ports, and providing unhindered steam flow.

620s had a relatively large diameter chimney for a small loco, being 50 mm in the model. As the chimney length was fairly short as is common in modern engines, it was concluded that, in order for the exhaust blast to be able to fill the chimney properly, it would be useful to use a three-port blast cap. This was fabricated in bronze with the inlet side of the ports radiused to assist steam flow.

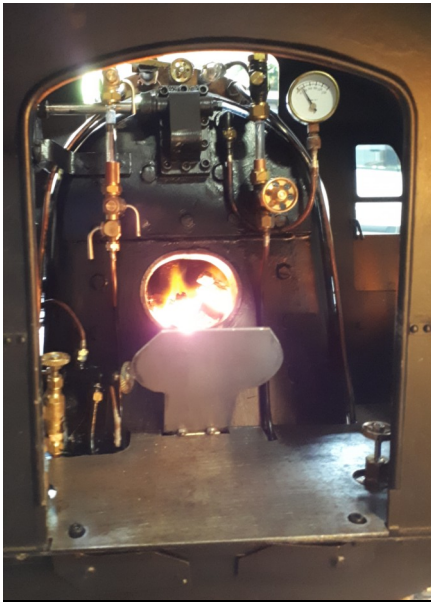
Although the 620s had a tractive effort similar to the NSWGR C-32 Class (made in 1892), they were modern engines capable of higher horsepower at prolonged speed. In order to do this, the boiler was of relatively large size, and the model has received comments that confirm this. The miniature boiler is 162-168 mm diameter and 760 mm long (excluding smokebox). Cylinder diameter is 47 mm.

As in full-size 623-629, the miniature 628 has the regulator valve in the steam dome. The valve is a 9 mm bore ball valve, attached to a perforated plate which is sandwiched between the upper and lower sections of the steam dome. Its operation is also prototypic with a pull-out regulator handle in the cab.

Staying of the front tubeplate and back-head is by two palm stays at each end. Those at the rear are supported

by an external doubling plate to reduce the number of stays required. I was pleasantly surprised at the ease of construction and installation of palm stays, including where they pass through the doubling plate. I suspect they provide more reliable support than longitudinal stays which may be prone to sagging and indeterminate tension and support of tube and backplates.

As suggested by Phil Waugh, the firebox has a combustion chamber. This is fitted with six 3/4" diameter Galloway tubes. In addition to supporting the firebox and providing useful extra heating surface, it assists to supply water to the firebox crown. However, these have precluded the use of the more



Inside of cab at 2nd live steam test.

effective radiant super-heater elements. Four firebox sidestays are elongated in order to be able to fit a “brick” arch, in accordance with the common practice of Ray Lee.

Having seen and experienced problems with gaining access to smokebox internal fittings for maintenance, I decided that a removable top third would be an excellent idea. An added incentive to

do this was that the smokebox front is more restricted than normal because of the flat top section. The choice was made easier by the fact that the boiler cladding extends over the smokebox, which would hide any unnatural-looking joint arrangement.

The tender is ride-on, with a seat located on the back platform. The platform sits on a light-weight removeable frame that transmits the load to the tender frame, avoiding using the tender tank as a structural unit. Advantage is taken of this arrangement to attach a swash plate that can be easily removed for access into the depths of the tank.

At the time of writing this article, 628 has clocked up only a couple of kilometres and is still in its running-in phase. As is typical of many new locos, there have been a fair few teething troubles, including uncooperative injectors, leaky valves and the need to ease the frame to facilitate movement through tighter curves. Improvements to piping and cab details have also been implemented subsequently. Other aesthetic details will probably be im-

proved in the future, and installation of the steam-operated feedwater pump.

The engine is yet to prove whether it will be a “really useful engine” (in Thomas the Tank Engine terms) in passenger service on the SLSLS, but so far the signs are encouraging.

As happens in most miniature railway clubs, I have been blessed by help from SLSLS members and others in making many items during construction of 628. Such teamwork is truly one of the delights of the hobby. Of special mention, I thank Bob Yule and Peter Manning for provision of drawings and photos of full-sized 620s, Tony Nobbs for arranging for the driving wheels to be cut in Adelaide, Wayne and Simon for help to solve occasional machining challenges, and James for manufacture of the safety valves. I also greatly appreciated help given by the late Barry Tulloch, who was unfortunately unable to see the finished product. Many others have given invaluable advice (and I apologise for not always following it!).



Above: Here the smokebox joint, stepped barrel, throatplate stays and other external parts of the boiler are seen.
Below: Sir Winston Dugan in full regalia.

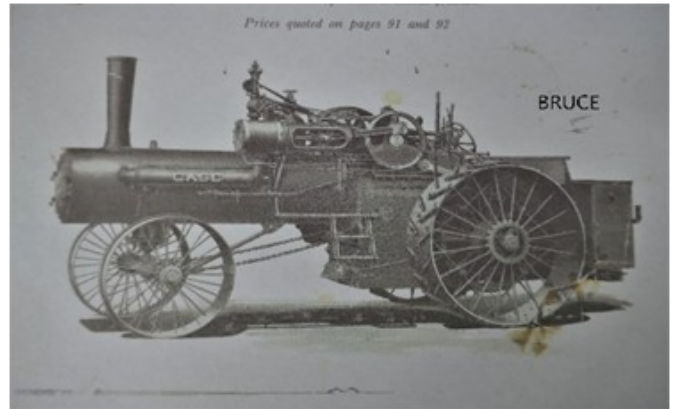


Chris Denton on Bruce's Bits

Part 5a – Bruce's Boiler Bits - General

For a steam tractor, the boiler is much more than just the thing that provides the steam. It is the backbone of the whole structure. No separate identity sitting on a nice rigid chassis frame, it is the chassis. It is also one of the most technically challenging parts of the build. For quite some time I avoided addressing the issue by playing around with periphery components. Sooner or later I had to have a go at the boiler and now was the time.

First of all I had to make the decision of what material would be used. Copper is a traditional material for boilers for many good reasons. Most of those "good" reasons were applicable to Bruce, except for one. As the boiler is the main structural element, is copper strong and rigid enough for the duty? An alternative material, steel, was available but it came with limitations, mainly ongoing corrosion and welding requirements for pressure vessels. I am a very average welder and I wanted to do as much of the construction as



Never-the-less I was on the road, or should I say the slippery path.

I added the copper sheet to the other bits and pieces I collected as shown in Photo 1 and was ready to forge ahead.

Part 5b – Bruce's Boiler Bits – The Barrel and Things

Where to start? The barrel seems as good a place as any.

After measuring the barrel dimensions a number of times – measure twice, cut once – I dragged out the angle grinder and made the first of several cuts into the precious sheet of copper.

After a bit of annealing an appointment was made with the roller that used to be at the Club workshop. Multiple turns of its handle later, I had the start of a boiler barrel. So far so good.

A full size Bruce had a rolled barrel with a riveted horizontal seam (backplate according to the Code) on the right hand side, so I would go with that. The Code called for minimum backplate dimensions that looked a bit generous but regardless I cut out a strip for the backplate and formed it to the curvature of the barrel. The original was riveted so I decided to put two rows of rivets each side of the seam. The Code required some of the rivets to be active but the majority were just for aesthetics so that were attached to the backplate only and led in place by deforming and the silver solder used for attaching the backplate. This meant cutting all the rivets to size, which was tedious to say the least, driving them into place and filing off the excess. Refer Photo 1.



possible so this tipped the argument in favour of copper but allowance had to be made for its structural limitations. With the bravado of the ignorant, I made the decision to go copper.

Out came the Code for copper boilers. I decided on a maximum working pressure of 100psi (700kPa for the metric minded) for no other reason than it was a nice number. The Code dictated a minimum of 1.6mm wall thickness that had to be increased to 2.0mm to allow for dynamic loading. Being a retired Mech engineer I decided to add a bit to that just because I could and determined the shell wall thickness would be 2.5mm. Buying pipe did not appeal (too easy and no suitable size available) so I would roll the shell from plate.

A few calculations later established the boiler (approx.) dimensions as: diameter 90mm, tube length 240mm. smoke box 70mm long, firebox 110mm x 90mm x 120mm (internal) and a foundation ring width of 8mm. With my credit card in hand, I went down to a well-known Brass and Copper merchant and laid money on the table, a lot of money. Within a half hour I was poorer but in possession of various bits of copper which looked like an unfavourable trade for the outlay.



Photo 1



The whole lot was then silver soldered to the rolled section to form the completed barrel as shown in Photo 2. After all this effort, I stood back and surveyed my progress. It looked awful. The backplate was out of proportion to the boiler – I began to curse the Code. What to do? I had to hide the big ugly seam. Then the engineer part of



contained a double curve but I was up to the challenge, so I thought. After much annealing and belting with a hammer I ended up with a fair looking throatplate, except for the minor detail it was the wrong size – the flanged hole was too big for the barrel. This was a disaster as the copper I purchased was **just** enough for the pieces required – I had been a bit too clever. There was no way of reducing the hole so I had to start again and put my hand into my pocket for more material. Bother! But as someone said, it is always easier and faster the second time around, and I should know. I reduced the template by lining the hole with an aluminium strip and remade the throatplate. Now I had the tubeplate and tube end for the firebox, I could cut all the tubes from 1/2" copper tube. And so it occurred. With the crownplate and coverplate cut out and roughly formed, I now had all the pieces for commencement of the assembly and I could admire for the first time the shape of Bruce's boiler. See Photo 4. Surely it was plain sailing from here, what could go wrong?
□□□

my brain cut in. I could rotate the seam down to the bottom where it was not obvious and it would provide great support for the perch bracket. As far as the horizontal seam was concerned:-

1. I could ignore it altogether.
2. Attach a smaller dummy seam.

Then it occurred to me that I could lag the boiler and that would solve a few problems. It seems Case boilers are not usually lagged but there is a good thermodynamic reason why they should be. I decided to go for lagging so the need for the horizontal seam would be eliminated and the ugly large backplate could also be disguised.

With **MUCH** remorse I then had to file off most of the rivet heads so the lagging would fit. Given the time and effort that went into putting the rivets in place, that undertaking really hurt, but more work



ALTERATIONS TO SIDINGS AND SIGNALLING ARRANGEMENTS

WEST RYDE (NORTH) REMOVAL OF No. 19 POINTS AND ASSOCIATED SIGNALLING—Commencing at 7.30 a.m. on Saturday, 6th February, 1988, and continuing until 4.00 p.m. on Sunday, 7th February, 1988 as a preliminary to the quadruplication of the line between Eastwood and West Ryde, No. 19 points in the Up Main line leading to the Back Platform Road, Nos 1, 2 and 3 Goods sidings, Dead End siding, Stowing siding, Engine Road and Coal Bunker sidings, will be spiked normal, secured by clips and XL lock pending removal by the Way and Works Branch, vide Weekly Notice No. 50—1987.

In association with this work, the following signals will be placed out of use:

- No. 5, Back Platform Road to Up Main and Calling-on.
No. 30, Set Back on Up Main.
No. 31, Up Main to Back Platform Road.
No. 32, Set Back on Up Main.

Lever Nos 5, 19, 30, 31 and 32 will become spare in the signal box.

Circular No. 214-3 (1979) West Ryde (inclusive) to Epping (inclusive) to be amended accordingly.

(S. & C. 258408) (W.N. 5—1988)

Elevated Railway No. 7 Signal

Members will by now be well aware of the need to replace the timber post on our elevated railway No. 7 signal. We think the post is about 100 years old.

This signal was installed at West Ryde as the Up Home and Starting signal from the back platform road. While not clear when it was actually installed it was commissioned with the new signal box on 17 July 1923 (Circular

212 of 1923) when the location was called Ryde and Victoria Rd was a level crossing! It was worked from No. 5 lever in the new signal box on the end of the Down platform. (Of side interest is that at this time there were 5 sets of runaway catchpoints on the rising grade of the Down Main between Meadowbank and Epping—if they were used it would be VERY interesting!).

The photo below shows the scene on 6 February 1988. The track to the left is the then redundant siding to the water pumping station while the grate to the right are cov-



ers between the bridge beams over Victoria Road. The Signal Box is to the right level with the photographer. As part of the rationalisation in preparation for the fourth track a clean up of redundant infrastructure saw the signal cut off and delivered direct to the Society's grounds by the railway truck as depicted in the photo below. The work was advertised in the weekly notice above.

Some large channels were bolted to the remains of the post and these were concreted in to its present position.

The signal is a very distinctive feature of the grounds and the working Reid's reverser the only one working today as far as is known. There are not too many preserved signals in NSW that retain their function of signalling passenger trains!

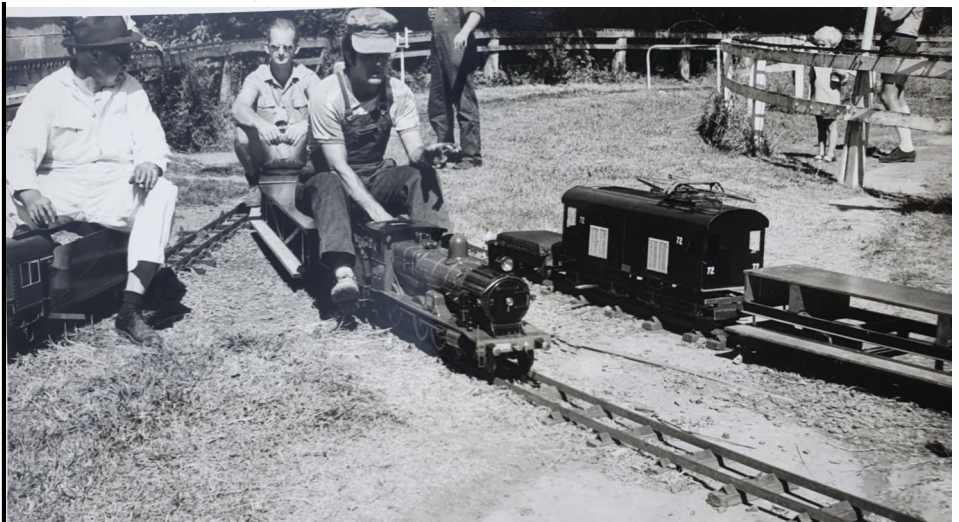
Right: An internet photograph showing the new V set in candy colours and our signal to the left distance with the signal box on the right.

Left: Our signal being removed. The CO light and front ladders to service the reverser are features we did not reinstall as the signal was now much lower!



Right: The beginning of the Society. A track day for the Rhodes Live Steamers in the Mackellar's backyard showing many happy faces and Allan Mackellar driving his 2½" gauge P class. Apart from the Mackellers and Hursts, can any of the others be identified? The date? Probably late 1940s.

Lower Right: A picture from the Ray Lee collection. Here is John Hurst and the Mountain on the left, Ray and 3290 with Peter Shiels as guard and the single battery Mule as the adjacent siding. Behind is the old timber elevated track and the smaller 400ft elevated is to the right (removed late 1960s). Immediately in front is the top of the Tonkin drain. 3290 looks new.





Right: A photo from Ray Lee showing Trevor leading a train of SLSLS carriages at Yarramundi. Evident on the train is Peter Shiels, Isabelle Edgecombe and Eric Holmes. Contact the Editor if you can identify any others!

Members Past - Trevor Arney

Trevor passed away on 4 May 2022. He was born in Inverell on 25 June 1929 and lived at various places throughout NSW. Trevor joined the Society in 1970 and was very involved in the creation of some of the Society's most valued assets.

His day job was as an Integral Energy inspector. He was a very practical man having an interest in cars, citrus farming, musical instruments, valve radios and builder of homes, not to mention steam engines.

He was the principal builder of the club house. This project took many years and Trevor was at the heart of it. One funny aspect of this was a neighbour who complained that she was told it was to have a flat roof. Trevor (on the roof at the time) responded "It is flat - its flat on this side, its flat on that side, and its flat on the two ends!".

Together with Peter Shiels they formed a mighty team that excavated the eastern bank and then poured concrete for the eastern retaining wall. The footings were dug through tough shale layers and together they were like a machine that removed the rock virtually continuously and at a speed that it was difficult to match by mere mortals who had to shovel the spoil out and away! And this with picks and shovels.

Some of the work involved welding and Trevor arranged a lead to provide 415v to the welder. A new concrete mixer

was obtained for the retaining wall work and (in Trevor's absence) the lead was used to power it. After the smoke escaped and the motor turned black the mixer was returned to the supplier as defective. When the replacement also emitted smoke the power was quickly removed. The motor was saved and Trevor made sure that lead was not used by the uninitiated!

Trevor installed our current electrical system which included trenching down the grounds and installing some large conduits and mains cables to the new clubhouse and the light poles. This replaced the original power poles that had been painted in colourful bands. He installed a green distribution box at the end of the inner main platform. This was subsequently replaced with a stainless box to provide for a platform extension, but the old box is being reinstalled for equipment associated with our timber post elevated signal renewal. While most of the flood lights have been replaced to LED, the two large antique incandescent lamps at the bottom end of the grounds still exist and still work (and we have spare globes!)

All the above were very substantial projects indeed.

Trevor was married to June and they retired to Bribie Island where he joined the MELSA Bribie society. He always came to the Warner club (QSMEE) during conventions and Track and Tent runs where it was great to meet up with him. In Queensland he kept in touch with Bryce

Peak who had also moved north.

After his wife passed away he remained at Bribie for a while then moved to his daughters at Gundaroo. More recently for health reasons he became a resident in a nursing home at Canberra. His thanksgiving service in Gundaroo was very well attended by relatives and friends, with heartfelt participation by his daughters and son and grandchildren.

Trevor's passing was reported by both Model Engineer and Engineering in Miniature.

Trevor was a great bloke, always referring to you as 'pal', a wonderful friend and one with a true interest in model engineering and a fond love for the Society. He was 92.



It is the 1 September 1990 and Trevor is enlightening a (very) young Andrew Allison in the operation of his 2-8-2. Other Allison siblings are in the background.

Diary

17 September	Public Running Day
15 October	Public Running Day
29-30 October	Small Gauge Festival SLSLS
19 November	Public Running Day & next Newsletter
3 December	SLSLS Christmas Party.
17 December	Public Running Day

Editorial

Despite the unpleasant weather we have experienced of late our running day attendances are beginning to rise again but not back, as yet, to the numbers we have experienced in the past. We have attracted new visitors who have not had the experience of getting on to our trains safely at first but usually by the end of the day they have started to have mastered the system, hopefully to remember for next time they visit.

With the requirement of our insurance now we must be very careful to get the safety message across to our visitors and take every measure to ensure the safe operation of our running days. To this end we really need a good roll up of members to assist with the safe operation of our running days. Our drivers have their attention fully focused on the running of their locomotives, maintaining steam pressure and keeping the fire burning well. It is necessary to have plenty of staff around to be certain that all the other matters are looked after competently. We need to be able to share the responsibility of our running day duties so that we can all look forward to a good running day experience.

On a more positive note it has been great to see the Terry G. electric powered Mule back in service and the Tasmanian Government Railways 4-6-2 R class, now owned by Craig D, back on our locomotive roster. Keep safe and remember there is always plenty going on each Saturday with the maintenance and improvement of our railway.

John Lyons - Editor

Duty Roster.

- September:** John Hurst, John Lyons, Matthew Lee, Jim Mulholland, Martin Yule, Warwick Allison, Tony Kidson, Nigel Woolley, Bill Perrin, Eddie Jones.
- October:** Ross Bishop/Neal Bates, Tony Eyre, Jo-Anne Topp, Ray Lee, Peter Wagner, Paul Taffa, John Tulloch, John Simpson, David Judex.
- November:** Mick Murray, Andrew Allison, Wayne Fletcher, Graeme Kirkby, John Noller, Ian Tomlinson, Glen Scott, Chris Denton, Warwick Reinhardt, David Chenery.
- December:** Evan Lister, Simon Collier, Garry Buttel, Scott Murray, Graham Tindale, Paul Brotchie, Mike Dumble, Deven Shirke, Craig Deacon, James Pritchard.
- January:** David Thomas, Bernard Courtenay, Greg Croudace, Stuart Larkin, Shaun Sorensen, David Lee, Geoff Hague, Martin Dewhurst, Ken Baker, David Coulshed.

Gate Roster and Track Superintendents: To be advised.



Above: Craig and the R prepares for a debut on the June running day.
Below: July Running is over! The purple sky and the station bathed in light provided an idyllic scene after the hectic day.



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Telephone: (02) 9874 8696. **Postal Address:** The Secretary, PO Box 453, West Ryde, NSW, 1685

Web Page Address: <http://www.slsls.asn.au>

Public Running Day is the **THIRD** Saturday in each month from 1.30pm. Entry is \$6 adults, \$3 children. Rides are \$2.50 each.

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