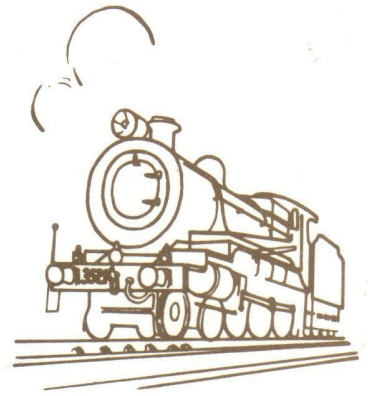


Sydney Live Steam Locomotive Society

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

'Newsletter'

Volume 51. No. 3.
August 2023



The July running day was our 75th anniversary run from the formation of the Society.
Here V1224 is seen in the outer main platform proudly announcing the fact!

May Running Day

The weather for our May running day was very good, blue skies with a few clouds during the afternoon! During the week John S had given the base of #7 signal post a nice coat of gloss black paint. On the morning Warwick A replaced a lamp on the elevated tumbler arm. The usual preparations were carried out by a smaller than usual number of members.

Setting out to run on the elevated we saw Garry B and B1

4-6-0 Impala couple up in front of Brian K's 45 class diesel outline loco hooked on to the blue car set. Paul T had his 0-4-0 Hunslet running with two cars. While David C had his 2-8-0 Nigel Gresley in the elevated loco but transferred to run on the ground level to ease the motive power shortage. When Garry and Brian got underway with their train the guard was Bernie C. Unfortunately early in the afternoon the B1 suffered a problem with steaming and was retired to loco leaving Brian to carry



Scott drives the Shay with a good load into the station on the May running day.

June Running Day.

We had a day weather wise as good as we could expect for early winter, blue skies and lots of sun! This was also our first running day with our new winter opening and closing times, 1.00pm to 4.00pm. There were plenty of locomotives with not many spare roads in either depot. Of special note we had visitors from South Australia John Lyas and David Heah. John had the Maurie Turner built 520 class with him and took part in the afternoon's run. Warwick A had the WAGR V1224 back after a long layoff. Andrew A attended to a steam test as well on "The Old Girl" in prepara-

on unassisted. Paul and the Hunslet ran well till mid afternoon when a problem developed and he was forced to retire. Brian continued on reducing his capacity eventually to two cars. As time went on and his battery capacity was decreasing we had to inform those at the end of the queue that they should perhaps look to one of the other tracks for a ride, it was rather disappointing! The elevated station staff were Ian T and John L

On the ground level outer main one train was hauled by Ray L and blue C3506 4-6-0 assisted in the lead by Neil Mackellar with the Sherwood built 0-6-0 switcher. The second train was run by Arthur H with the 4-8-2 Mountain. There were some lubrication issues early but these were rectified and the loco ran well for the rest of the afternoon. Chris D got the Geraghty Mule out of storage and acted as banker. The outer main station was looked after by Bill P.

The inner main saw the Wolgan Valley Shay driven by Scott M. The second train saw Graeme K with 4-6-2 2401 running as train engine with David C and Nigel Gresley 2-8-0 running pilot. Chris D was guard for this train till he started running the Mule.

Mick M was track superintendent, John S took care of the gate and ticket seller was Peter W. The signal box was run by James P and Martin D and Mike D with some assistance from Warwick A when he was not recording the day's activities or giving other assistance around the grounds. We had 1321 tickets used for the afternoon.

tion for the 75th anniversary weekend.

Running on the inner main we had Craig D and the TGR R class pacific as train engine with Ken B and his Simplex 0-6-0 running in front, Geoff H was guard. The second train saw the WAGR V1224 2-8-2 with Andrew A driving as train engine and the 4-6-2 "The Old Girl" driven by Warwick R running pilot. They did sound good attacking the grade. Ian T was guard. It was the first run for some time for both locomotives. Chris D was station master.

On the outer main one train had Graeme K with his 4-6-2 2401 running train engine with Matt L and Ray's C3112 4-6-4 tank engine in the lead Paul B was guard and the consist ran well for the afternoon. The second train was a bit more complicated. It started with the spectacle of double headed South Australian locomotives. John Lyas was train engine with his 520 class and David T with his 628 class. David's loco had some issues and returned to loco for attention. Neal B came on with his 422 diesel outline loco and was later replaced by Jim M and the 4-8-2 3901. Later in the afternoon David had the 628 set to go again

Brian and the 45 in May climbing the grade.





Arthur and the Mountain prepare for May running.

and replaced Jim and the big 4-8-2. So from then till the end of the day we had our two South Australian locomotives running together, a great sight! Mick M was guard and Peter D looked after the station.

On the elevated David C had his 2-8-0 Nigel Gresley running train engine on a four car set. Initially running with pilot locomotive 4-6-0 Impala B1 driven by Garry B who was forced to return to loco. David continued with a reduced load till he was joined by Evan L with the Heritage Mikado 2-8-2 and the combination ran very well till the end of the afternoon. Brian K ran his 45 class diesel outline loco and Paul T, Hunslet 0-4-0, and, Bernie C with

his Blowfly both ran two car trains. Graham T and John L looked after the station.

Track Super was David L, he had a busy time with the locomotive changes. In the signal box Mike D and James P kept the ground level track operational. The kiosk kept Elizabeth, Joy and Gai busy while Peter W was the ticket seller. The gate keepers were John S and John H. We provided 1873 rides for our 718 visitors. We were fortunate to have more help today and a surplus of locomotives. Mick's Shay and two Hurst locomotives, the Mountain and Nigel Gresley stayed in loco. With the early start it was excellent to have the chance to get every-

thing packed away in good daylight. Thank you to all members and friends who worked to make the day a success.

Neil and the Sherwood switcher leads Ray and 3506 uphill in May.



July Running Day

We were again lucky to enjoy good weather for our mid winter running day, there was some cloud around lunch time but it cleared for a good afternoon. When the gardening team finished their work the previous Saturday the grounds were spick and span but the high winds late weekend and early in the week there were lots of leaves to clear up. Graeme K and Mike D and possibly others spent some time clearing these and depositing them in the trailer. John L checking the vegetation around the elevated track found a dead



The crowds queuing for the elevated station on the July running day. Right above: Our freshly painted new timber post signal back in service. Right: Wayne and the 2-6-0 leading Brian and the 45 class on the July running day.

Wisteria? vine encroaching on the track near the bottom of the hill and cut and untangled the vine and it went the same way as the leaves! Dennis OB. spent the morning cleaning the carriage seating.

Two of our locomotives today carried 75th anniversary headboards for the afternoon, they were Simon's Gazelle and Warwick's V1224.

A fitting touch for our special day.

We were again fortunate to have a good offering of locomotives on hand.

The elevated track had two four car trains. Simon was enjoying his first drive since undergoing joint replacement some time back.

David C and Nigel Gresley leads Graeme K and and 2401 on the inner in July.



He had B1 Gazelle running ahead of David C and his 2-8-0 on one four car set with Geoff H as guard. The second four car train had Brian K with his 45 class as train engine with Wayne F and his 2-6-0 loco returning to service following a long layoff. John L was guard on this train. Both four car trains ran well all afternoon. Two two car trains operated as



well. Paul T ran one with his Hunslet 0-4-0 on one set while Bernie C had his 0-4-0 Blowfly on the other, they both enjoyed good runs for the afternoon. Eddie J was station master and there was assistance from Neal B and David T while John L tendered to the important matter of afternoon tea!

Outer Main saw Ross B with the Fowler 0-6-2 Toneya on the blue set. This was also the first run for Ross after joint replacement as well. Guard for this train was Greg C. The green set was hauled by The WAGR V1224 with Andrew A at the regulator and Jo-Anne was guard. Mid afternoon both locomotives were replaced. The Fowler was replaced by

The elevated steaming bays in July.





The Old Girl led V1224 on the June running day. The size of the Old Girl is evident in this view in front of a one eighth scale V class loco!

from John H. David T was Track Superintendent and had a relatively busy time supervising the very efficient ground level loco changes. Keeping the running going well we had Mike D and Martin D in the signal box.

Once again it was great to get the packing up completed in plenty of light. Even putting the elevated cars away is so easy especially when you can actually see what you are doing!

Many thanks to all who were able to assist!

Graeme K 4-6-2 2401 led by Garry B and C3807. The V class was replaced by Arthur H with the Mountain double heading with Neil Mackellar and the 0-6-0 switcher. The locomotive changes were carried out in a very professional manner. The outer station was attended to by Peter D. The inner main had the Central West car set hauled by Craig D and his TGR R class 4-6-2 train engine with Ken B and Simplex and Ian T was guard. The Pullman set was powered by double Ray L built NSWGR P class locomotives. Ray was driving green C3274 as train engine with Matt L at the regulator of black C3281, Chris D was guard. John L mentions that riding guard on the train on the elevated hauled by Wayne F and Brian K the guards van ran parallel to the two P class locomotives on one lap. As both trains ran up the grade. The two locomotives looked great and the sound was just as good. Unfortunately this only happened once in the afternoon. The station was attended to by Carolyn L who swapped to guard duty later in the afternoon. In the canteen we had Elizabeth, Gai and Terri Mackellar and Peter W was busy in the ticket office. The gate had been looked after by John S with help for the initial rush

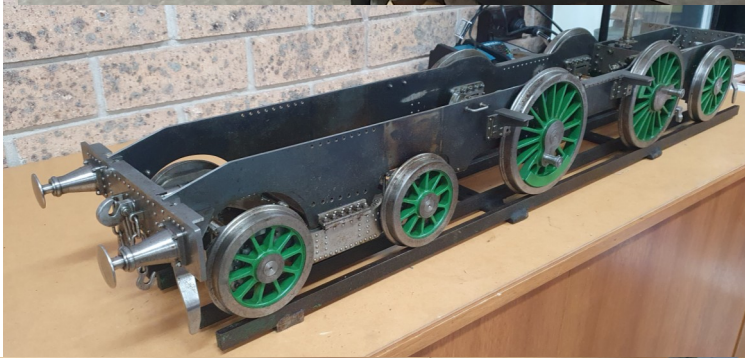


Above, the stroller parking area in July!
 Right Above: Ken and Simplex leads Craig and the R class on the inner main.
 Below right: Bernie and Blowfly pass the signal frame on the elevated.
 Below: Ross and Toneya drift downhill on the July day.



Our 75th Anniversary Display

Part of our Anniversary weekend was a display in the clubhouse which was mostly of the Heritage Mackellar collection. Many thanks to Neil for taking the big effort to bring it all down from Uralla.



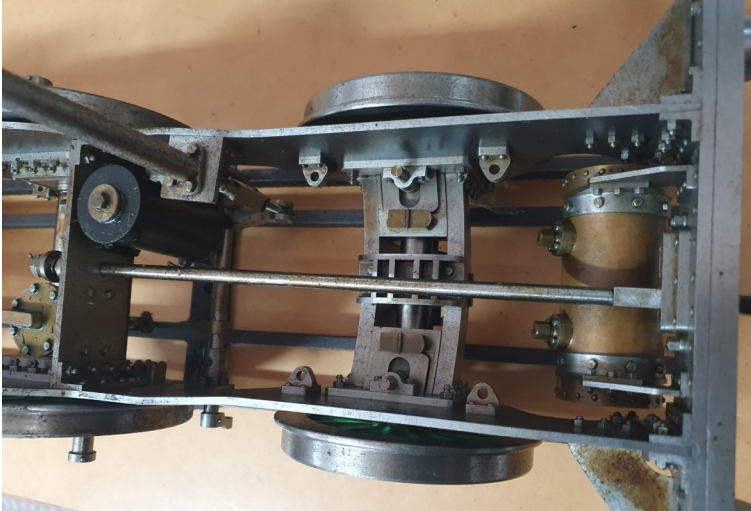
Top Left: The Cec Gunning 4-6-4 Coronation leading the 2½" gauge Princess with the American 'Deidre' on the far table.

Top Right: The American 4-4-0 and below the paintings of Alan and Deidre Mackellar on the rear of the tender.

Left, the NSWGR M class chassis, and below the detail of the radial rear axle. Note the swan neck narrowing of the frames.

Left Below: Andrew Allison's gauge 1 display with a 26 class and Perry cane loco as well as a variety of NSW prototype wagons.

Below: The neat cab of the Princess.





John Ellison Hurst, Cec Gunning and Cec Mackellar.

Above: James Sanders display board of the work of Norman Perceval. Mr Perceval was making a 3½" gauge NSW R D class 4-4--0 in immense detail true to prototype.

Below: Liz, Gai Joy and Terri after the mighty kiosk cleanup on Sunday.

Above are our founders, left John Ellison Hurst, and right Cec Mackellar with centre, Cec Gunning our first President. Below are the descendants of our founders. Left: Arthur Hurst, centre Neil Mackellar, and right John B Hurst on the July running day.



Editorial

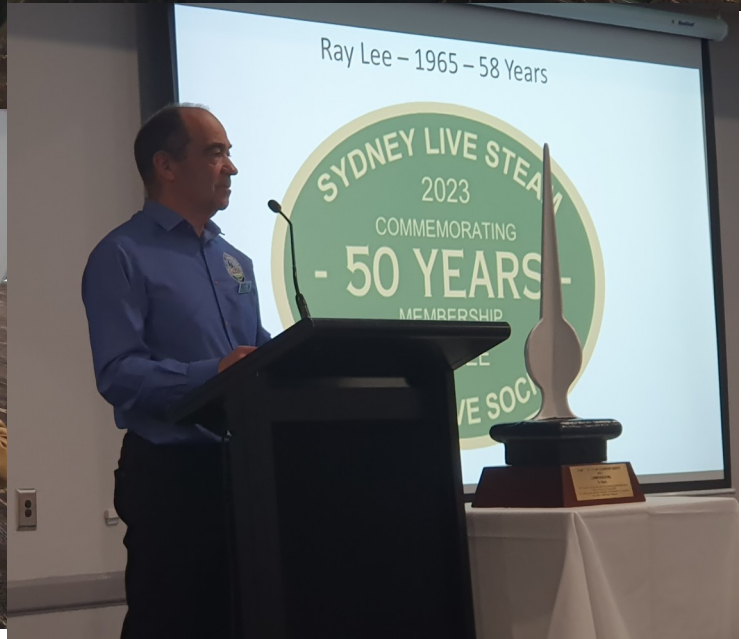
Our July running day was held on Saturday 15th which was 75 years and 2 days from the date of the first formal meeting of the Society held in the office of John Ellison Hurst in Martin Place Sydney. At that running day we had three direct descendants of the founders of the Society! John and Arthur Hurst are grandsons of John Ellison Hurst and sons of John Lloyd Hurst, our first Treasurer. Neil Mackellar is the grandson of Cecil Mackellar, the other founder of the Society and son of Allan Mackellar who was also present at that meeting. I wonder how many other Societies that have celebrated their 75th anniversary would have as many members that are direct descendants of the founders of their clubs.

The following Saturday we were able to enjoy a 75th anniversary dinner, a chance to gather and mix with members and guests old and new. President Mike D unveiled a restored signal finial with a suitable plaque that had been prepared by John S, it will have pride of place in the clubhouse. Ross B spoke of what being a member of the SLSS has meant to him, he could well have been speaking for many of us. During the lunch we were treated to a slideshow covering the last 25 years or so of the Societies activities prepared by Warwick A. It was a reminder of members no longer with us, the teams that have been actively involved in the developments of our grounds, the fine examples of model engineering produced by or owned by our members as well as seeing our children growing up and us grow older! A wonderful collection of memories, thank you Warwick.

The next task is to see that this incredible legacy is continued well into the future. A great thanks to the organisers of the event it, was a fitting celebration to mark our 75th birthday.

John Lyons - Editor

Our 75th Anniversary Lunch



President's Message

Mike Dumble

As I write this, we have just celebrated the society's 75th Anniversary through a well-attended luncheon at the Rydges Hotel Parramatta and a two-day inter club event attended by 70+ members, friends, and guests with 29 locos. Full details have been reported via the Steamview email, this issue of the newsletter, YouTube, and John Lyon's editorial.

During these celebrations I have felt perplexed as to how I came to be the President of this grand ol' society, particularly when there are so many others with better pedigrees and qualifications for role. I am grateful for the help, support, and encouragement I have received from everyone.

About 8 years ago at my wife's suggestion I had to find an activity to do on Saturdays while she was working, I dropped into West Ryde and spoke to David Thomas if I am not mistaken about joining the society. Three years passed before Gill's persistence led me to front up again. The week before I had made the trip to Galston. They were polite, informative but after about an hour gave me some forms and essentially sent me on my way. A 75-minute trip either way. Mick took charge on my arrival at the grounds, it was morning teatime, he sat me down at the table with everyone, introduced them and me, then explained some of the workings of the club. After morning tea Warwick asked if I was free for a minute, I naively said yes and soon found myself lying face down on the outer track near the carriage shed trying to sight along the track to see if it had a rise or a fall. Warwick assured me it did and that it needed pulling up, the ground relevelled, the track re-laid, and would I mind getting the concrete roller from behind the signal box and helping (i.e., doing most of the physical work under his direction). I had arrived at 9:30 as suggested and went home at about 4:00pm. That was it. I was hooked.

As the weeks went by, I quickly realised that I knew very little about railway history, model engineering, or steam locos other than that all were intriguing. I was out of my depth but enjoying

the ride. I have learnt something from everyone at West Ryde and always been treated with respect and as an equal, with everyone taking time to answer every question without the slightest sense judgement, impatience, or being made to feel foolish, but rather with an eagerness to ensure the transfer of their knowledge and expertise to someone interested enough to ask for their advice.

Over the ensuing five years I purchased two lathes (the first I quickly outgrew), a squillion tools and even more taps, dies and drills, a garden railway steam loco, an incomplete 3 1/2" Rob Roy loco, and Jack Esdaile's Derby 4F from his son Gary. I have also started (but of course not completed) two of Andrew's Ellie steam trams, minor repairs to the 4F including moving the broken and almost inaccessible water valve for the injector to inside the tender. Oh, and against the odds and 14 months since starting it a 5-inch gauge riding car. None of which would have been contemplated, much less attempted, without the help, support and perhaps most of all, encouragement from everyone.

It all culminated at the 75th Anniversary run when on both days and for two sessions on Sunday I drove the 4F sitting on the riding car I made (well mostly - there was a bit...OK a lot. of help from Warwick) without running out of steam, water, or coal. A most satisfying experience. I'm more hooked!

My heartfelt thanks to everyone at SLSLS.

PS..In a minor twist of fate, my wife is now retired so no longer working on Saturdays. She has been forced to search for an activity for her Saturdays as I'm always at "trains".



The SLSLS Anniversary Lunch held on 22 July at Rydges Parramatta in the Grand Ball Room.

Table 1: (from left to right)

Mike Dumble, Gill Dumble, Wendy Allison. Warwick Allison (behind the camera), Chris Denton, John Simpson, James Sanders, Warwick Reinhardt.

Table 2:

Mark Gibbons, Claire Gibbons, Mick Murray, Martin Yule, Geoff Hague,

Table 3:

Lee Courtenay, Bernie Courtenay, Daphne, Bishop, Audrey Bishop, Ross Bishop, David Lee, Nicole Lee.

Table 4:

Elizabeth Tulloch, Graeme Kirkby, Gai McCoy, Tony Eyre, Joy Eyre, Peter Wagner, Margo Wagner, Dianne Lee, Ray Lee.

Table 5:

Jo-Anne Topp, Neal Bates, Hana Judex, Daniel Judex, Luisa Deakin, Shiela Dewhurst, Martin Dewhurst, Craig Deakin.

Table 6:

John Tulloch, David Chenery, Paul Taffa, Garry Buttell, Emma Buttell.

Table 7:

John Hurst, Chris Hurst, Jamie Leishman, Jim Leishman, Brian Kilgour, Jim Mulholland, Maria Mulholland, John Lyons.

Lower Right: Mike Dumble presenting the 50 year membership awards.

Above Right: Ross Bishop giving the Anniversary address.

Our 75th Anniversary Weekend

Over two days 29 & 30 July we held our Anniversary run. Over 70 people attended on the Saturday and over 30 on the Sunday with some 29 locomotives in the steaming bays and another 6 or so on display in the clubhouse. This was one of the best attended events in recent years and with perfect weather and 25C temperatures it was a lovely weekend. John Simpson had erected bunting for the occasion! The ladies put on morning, lunch and afternoon teas and on the Saturday we had an evening meal as well and ran into the night. The event is best described in pictures and this selection is from David Judex, unless otherwise credited.



Above: Jo and Peter working the BBQ while in the kiosk,
Below: Joy, Liz and Terri preparing the lunch. Photos W.Allison.





Pullman car vestibule detail of etched glass, and cast iron work. Photo Ross Bishop.

Top Left: LBSCR Atlantics in 4 gauges!

Left top: 3½" gauge locos made good use of the elevated track. Mike Dumble and his 4F and below, Phil Wood drives the Reg Wood built Heilen Lassie.

Left below: 3609 and 3526 with the NCL set Pullman cars on the upgrade.

Above: Zac Lee and his 0-4-2 Fowler.

Above: The NCL cars.

Above right: Jeff Huntley with the Joe built Fowler.

Below: James Sanders and his diminutive Manning Wardle 0-4-0. This was the loco that shunted the West Ryde pumping station.





3609 on the NCL set plus two CBCs and the HFL brake van. A joint effort of Andrew (mostly), Warwick Allison and James Sanders.



Above Right: Ken ran his N&W J class on air.
 Above: Neal and the 422 ran the Old Girls goods wagons.
 Left: Elijah tries out 2½" gauge Ayesha.
 Top Right: 3807 on the Old Girl's goods vehicles.
 Above Right: Sam Cilia and a 3½" gauge 2-8-2 version of Caribou.
 Right: James on 3526 and the NCL set.





Top Left and anti-clockwise!

- Steve Morris and Lion.
- Tim O Callaghan and the Keith Mears built 2-8-4 Berkshire.
- A busy loco depot.
- Innis had a good run with his lovely polished 3½” gauge Tich .
- Right: Brian Carter and his steeple cab battery loco and box car.
- Andrew 3609 and Garry 3807 on the NCL set.
- Ross gave instruction on his ploughing engine.
- Craig and the R class.



Bruce's Bits

Part 6d – Bruce's Bits – Crankwheel

Chris Denton

Too much time thinking can give you a headache, so I decided to undertake something requiring a bit less cerebral input – the crankwheel. This was basically a disk with a few holes and some related milling so what could go wrong? Maybe the first premonition of hitches should have been the fact that I had not finally settled on the dimensions of the crankshaft and crankpin. No matter, I knew their approximate sizes and I could finalise them at a later date.

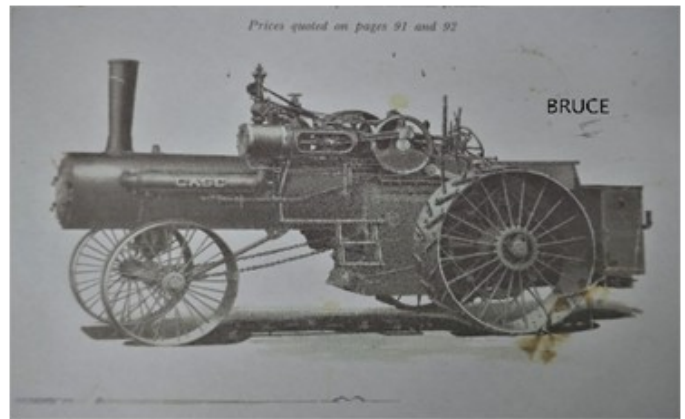
Thus I sourced a chunk of 70mm dia cast-iron stock from my local supplier of such materials, chucked it up in the lathe and ripped into it to dimensions scaled from photos and what drawings I had. Progress was good as I find cast-iron pleasant to work with if it wasn't for all the grime from its high carbon content. See Photo 1.

I drilled a pilot hole for the crankshaft and congratulated myself on the turned article.



It now came time to relieve the web material to form a counter weight. I recall the matter of crankshaft balancing was fleetingly covered in my engineering studies. Weighing the two ends of the connecting rod, calculating the mass of the crankpin and the mass and centre of gravity of the counterweight etc. was all part of the process. But hey, who had the time and inclination to do all that type of stuff. Working on the near-enough-is-good-enough principle and some pictures of the original machines, an appealing and manageable profile was outlined. After all, if vibration provided sufficient motion to propel Bruce without use of the drivetrain, addition or subtraction of weight from the crankwheel at a later date was possible probably. So the chosen profile was milled out of the web.

The result is shown in Photo 2. I intended to leave it at this stage until the crankshaft and crank pin dimensions were finalised. Not too bad I



thought and only one attempt.

However, with the “finished” article in-hand, mechanical reality began to sink in. I anticipated the crankshaft would be about 10mm dia and the crankpin about 6mm dia. No use making things too small! But the stroke of the piston is approx. 1” (25.4mm). That meant the centre distance between the crankshaft and crankpin is approx. 12.7mm. That

did not leave lot of relatively soft crankwheel material between the crankshaft and crankpin. This was further compromised by the “what looked good on paper” thickness of the spoke part of the web which accepts the crankpin. In the flesh, it looks a bit thin and I machined it a bit too close to the crankshaft. Press fitting the crankshaft and crankpins in place may challenge the strength of the cast iron ... and then there is the actual operating stresses. So much material to play with originally, and now so little.

Overall, the unit looks the goods and with a bit of luck it will actually function OK but time will tell, I suppose. In the worst case scenario, I have plenty of left-over cast iron and hindsight.

Lesson learnt – diets are not all they're cracked up to be – carrying a little fat has its compensations.

ALTERATIONS TO SIGNALLING AND SAFEWORKING

WEST RYDE (NORTH) PROVISION OF NEW SINGLE LIGHT COLOUR LIGHT AUTOMATIC SIGNALS

Since July 2023 two new automatic signals have been installed, one on the Inner Main and the other on the Outer Main..

OUTER MAIN: The new signal on the outer main, AO83, is located on the downgrade just past the inner carriage shed. If it is at RED then STOP. A caution (yellow) indication will indicate the train in advance has fully passed adjacent to the southern end of the Hawkesbury bridge. AO83 will display a clear (green) indication when the train in advance has fully passed signal O 45.48. Note that at this stage there is no caution indication preceding this signal so drivers must be ready to respond on sighting to the indication in AO83.

INNER MAIN: The additional inner signal, AI177, is located on the upgrade approximately adjacent to the Hawkesbury bridge. If it is at RED then STOP. Once the train ahead has fully passed Signal I 1.7 in advance it will display a caution (yellow) indication. A medium (pulsating yellow) indication is displayed if the track ahead is clear and Signal I1.7 is displaying a turnout indication. A clear (green) indication is displayed with the track ahead clear and signal I1.7 displaying a caution or clear indication.

As these are automatic signals, if the signal is displaying a stop indication, the driver must stop and then, after waiting one minute and seeing that the track ahead is clear, may proceed with caution to the next signal. Report the situation to the Track Superintendent at the first opportunity.

Right: The Society's surplus wooden post signal pinnacle has been painted by John Simpson with an attached base to record our 75th Anniversary.

In Memoriam.

Just too late to be included in the last Newsletter it is sad to inform members that Helen Shiels, wife of Peter Shiels had passed away. Our condolences go to Peter and his family at this special time. Those of us that were active in the Society when Peter and Helen lived in Sydney will never forget the fruit cakes we often enjoyed at morning tea. Rest in peace.

Diary

5 September Directors Meeting
16 September Public Running Day
7 October Members meeting
21 October Public Running Day
4-5 November SLSLS Small Gauge Festival
7 November Directors meeting
18 November Public Running Day & Next Newsletter
2 December Members meeting and Christmas Party
(afternoon and evening)
16 December Public Running Day



Duty Roster.

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

Gate Roster and Track Superintendents: To be advised.



Above: The June running day saw double headed South Australian locomotives. Here we see 520, built by Maurie Turner and here with David Thomas in the drivers seat, being led by Davids 628 and being driven by John Lyas. Photo courtesy john Lyas.
Below: Matthew on 3381 leads Ray on 3274 on the Inner Main line on our July running day.



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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: <https://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.