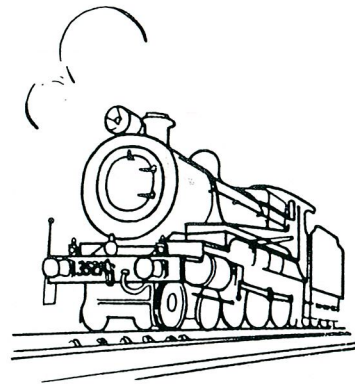


Sydney Live Steam Locomotive Society

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



'Newsletter'

Vol.29. No. 1.
February 2001.

Running Day Reports.

November. This was the Charity day for the Malcolm Sargent Cancer Fund. The weather forecast indicated showers tending to rain, for a change they were dead right. Very light showers started at about 1.00pm and kept slowly increasing all the afternoon. It is surprising how good the grounds look in soft misty conditions, at the lower end the appearance was enhanced by two pools of colour caused by the bright red flowers of the Coral, or flame tree and the light purple flowers of the jacaranda tree. A small but dedicated crowd stayed on despite the rain and we finished with a total of 829 rides. There was only one birthday group who seemed to have a good time huddled under the trees near the BBQ. For the first time since the drainage work had been completed you could hear water flowing through the system.

With the small crowd the ground level was the only part of the track to be in service. There were three trains in operation. The inner main was the exclusive domain of Warwick Allison, "V" 1224, the driving was shared with Scott Murray for a short spell. The outer track was served by Henry and Max, TGR "R" class and "Bitza" on one train with the second hauled by John Hurst, 4-8-2 Mountain.

Scott discovered that driving in the rain has a number of disadvantages, the blast from the chimney was disturbing the leaves on the trees as the track passes the sidings and of course the rain that had settled on the leaves comes down on the driver.

Put away before the rain started was a red 0-6-0 non-steam locomotive built by David Lee, it had been on a successful trial run and will be back again soon after some adjustments.

Under the cover on the back of the Tulloch's ute was a locomotive we have not seen for some years. It was the Barry Tulloch built Z28 "big J" Class that has been owned by Paul Brotchie for many years. It is now owned by John Tulloch and after a heavy overhaul will be back in service on our running days.

December.

As we would expect the day was fine and hot. The crowd was small but there were two party groups who were very appreciative of some of our shady areas. We managed 1064 rides for the afternoon which was not a bad total. We had no trouble catering for the passengers. On the elevated, Jim Leishman ran his Ps4 4-6-2 Southern locomotive, Jim and Dennis Mulholland had the 0-6-0 pannier out for a run and Bernie Courtenay ran the S.M.R. 10 class.

The inner ground level was served by Warwick Allison and the "V" class while the outer saw two trains, John Tulloch with the "J" class double heading C3506 with Drivers Matt and Ray Lee. The second train was in control of Henry Spencer, TGR "R" class and Max Gay with "Bitza"

Andrew Allison has made another "S" truck body complete with tie down rings and other detailing. It has also been belted about a bit to make it more like the authentic "S" trucks we all know. Don Jones had with him the cab for the 5" gauge C36 class he is working on, a very fine piece of brass working.

January.

A surprising 1302 rides on a beautiful warmish day, a welcome contrast to some of the very hot days we had experienced in the previous week. The trains were full and there were a number of parties in the grounds, well set up in the shade. The fire hoses were in position, there had been one grass fire at the bottom of the ground under the elevated track and then another fire behind the BBQ on the inner main about mid afternoon. At starting time it seemed we would be in for a very slow afternoon but it was to pick up as the time went on.

There were three trains on the elevated, Paul Taffa, "Hunslett" took three cars and a van for half the afternoon. Jim Leishman, Ps4 4-6-2, three cars and van and two cars were pulled by the Mulholland "Pannier".

The ground level track was the scene of some interesting running. The outer had two trains, John Hurst with his "Mountain" 4-8-2 hauled six cars and Henry Spencer T.G.R. "R" class took four cars. The inner track was where the action was. Warwick Allison, "V" class ran a six car train as did Ray Lee with C3803. During the afternoon the 38 and its cars were stabled and replaced by a two car special. This was hauled by John Tulloch with the "J" class 2-8-0. Matthew Lee acted as guard. As this train replaced a C38 hauled train the driver considered it his duty to run at the speeds set down for the 38. Some specular running ensued, much to the surprise of Guard Lee and many other on lookers. When the Editor mentioned this to John Tulloch later in the afternoon John's comment was, "they (the "J" class) were very powerful locomotives for their time." Yes, they were, but if they were meant to go that fast them Mr. Baldwin would have fitted larger wheels!

SLSLs Email List

Your President maintains an email group of 16 members with which he can bombard members with all sorts of propoganda and meeting reminders. If you get connected to the world wide web, please let him know so we can add you to the list. The best and easiest way to do this is by using the email link on the SLSLS home page.

Christmas Party Report

This was held on the 2 December.

There was a good roll up of members, their families and friends and a good time was had by all.

We were visited by Gordon Smith and his with Cynthia.

He is a model engineer living at Burton-on-Trent in the UK. He arrived early on Saturday 2nd December and after a visit to a few Sydney sights visited us for our Christmas party.

I will let Gordon tell you about himself in his own words:

"I am a Boiler Tester for the small Society in this town (which does not compare with the Sydney set up) and would really like to meet some of your members.

I've down loaded quite a lot of information from your web site (although I'm very amateur at the internet business) and I'm very impressed with the way you have it all set out.

My limited computer knowledge is spent on C A D and printing digital photo's and I've put a few together which may be of interest, and will include as attachments.

By the way I hope I'm correct in assuming you are the Warwick Allison in the photo album.

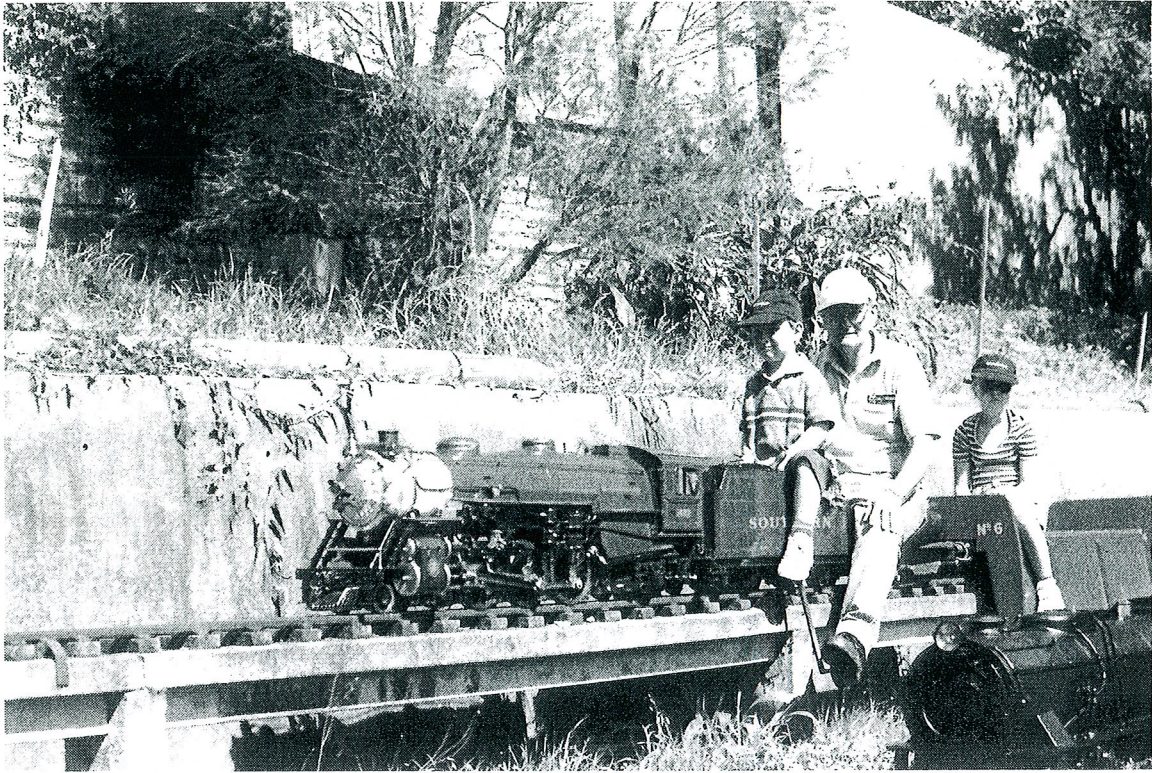
To put you in the picture about myself, and let you know what sort of a "Pommie" I am. I'm now 66 years old, served my time as a Fitter & Turner on maintenance, at a Pumping station (with Beam engines built in 1885), National service in the R A F, a short time at a Biscuit Factory, 28 yr. at British Coal, 9yr. at the local Tech. College, spent a lot of spare time studying Safety Valve behaviour."

When he returned he sent us the following email:

"I have just sent you a short e-mail to thank you for the welcome you gave us, and I neglected to thank you for your book, 50 years of the S L S L S. I am just recovering from the Christmas period and am now about to read it, having only had time to look at the photo's so far. It will serve as a permanent reminder of our visit and when I show it around our club members, it will be nice to be able to say I met the Guy who wrote it. It is a great idea to put on record all the years of work that have gone into developing a Society, and to pay tribute to all the members, past and present, that have made it possible.

Our Society was formed in 1948, and I think someone should write a similar account of our history, and I hope when I show them your book, someone will have a go."

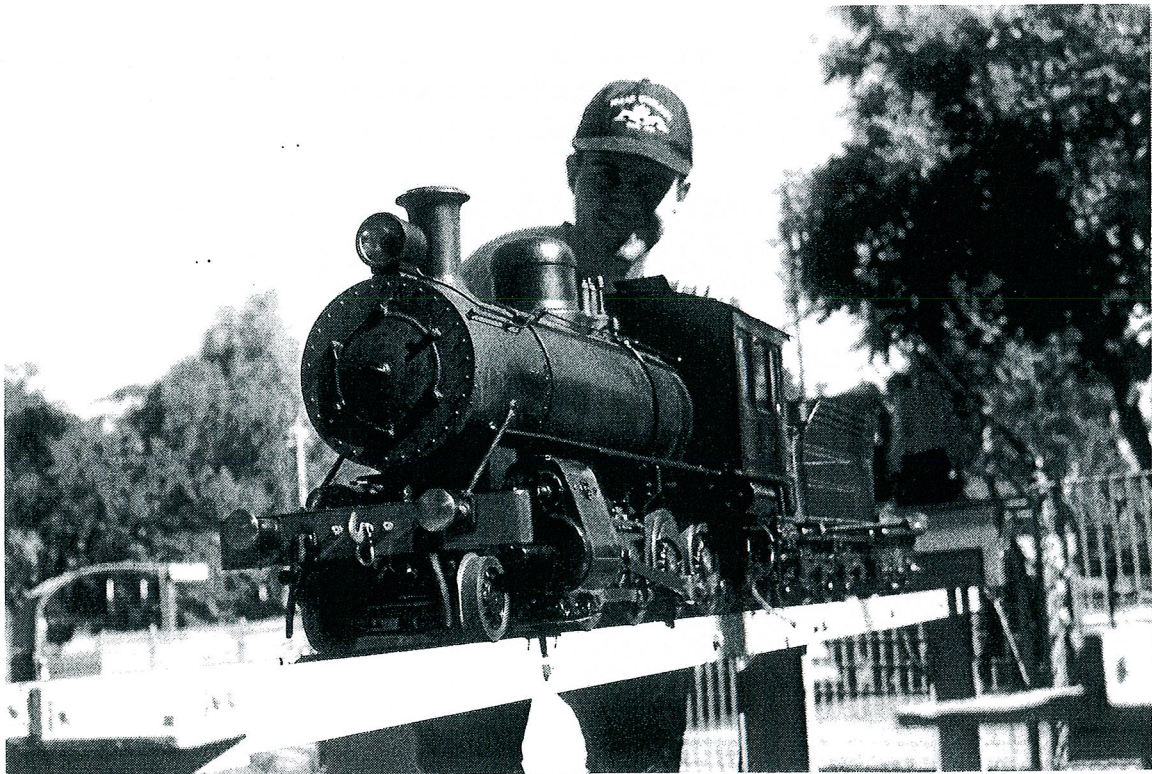
Gordon has written an article on his safety valve experiments which is being published in 'Engineering in Miniature'. He gave us a very nice book on British steam locos, and we reciprocated with a copy of our anniversary book.



Above. The Christmas Running Day. The Leishman Express. Jim and grand children enjoying a run with the Ps 4.

Below. January Running Day. John Tulloch and the "J" class back in loco for a rest after their stint of express passenger work earlier in the afternoon.

Both photos John Lyons.



New Years Eve Run Report

28 members and friends enjoyed the New Years Eve run and BBQ. The day was a bit cloudy, but it cleared to a starry sky and a wonderful night, slightly on the cool side if anything, which certainly is better than a sticky evening! The TV (with its now perfect reception) viewed the fireworks at 9pm, but, of course, these were not a patch on steam, where the V pulled a 16 car train on the outer and the tram entertained the kids on the inner. Fire was finally dropped at 11.30pm and the crowds had dwindled such that only 4 of us viewed the midnight fireworks (much better than the 9pm ones) and we were all away by 12.30am.

New Cutlery

Our new cutlery which was recently purchased had plain wooden handles. Mrs Eyre has shown her style and all have been lacquered to guarantee long service! (I understand that she got more on herself than on the knives!) Many thanks from all the members. It is all these little things that are happening in the background that keeps the Society humming along!

Easter Convention

Well a bit of excitement with Penfield withdrawing as the venue as the task of restoring their facilities just could not be realistically achieved in the time. Cobden (South West Model Engineers) in Victoria has stepped into the breach and new forms are now available in the clubhouse for registration. They are promising a good time with fireworks on the Saturday night (I do not think they are referring to the AALS meeting!) and entertainment on the Sunday evening. Bernie has reminded us all that the 'R' Class usually runs to Warnambool on Saturdays, so the convention track may well be temporarily deserted for two short periods. Camperdown is the closest 'railway' town. Local accommodation will probably be pretty scarce by the time you read this, but don't let that deter you-there are plenty of surrounding towns.

AALS News

Our AMBSC boiler inspectors proposal has been adopted 27 votes to 11. This means that the AALS bylaws will be altered to accept boiler inspectors in accordance with some new criteria which will encourage 'trainee' boiler inspectors into the ranks. As a result of this, we have submitted Bernie Courtenay's name as a boiler inspector, for formal acceptance by AMBSC.

John Cummins has also been confirmed as NSW AALS representative.

The agenda for the convention meeting has also been released. There are several discussion points which are to be put as postal votes to Societies following the convention. The main points are:

- Removing the requirement for all 3 gauges to be available at the one site. This would open up conventions to many more societies.
- Amending the enclosed footwear requirement under certain conditions (to benefit 7¼ inch gauge mainly).
- Clarifying the non-commercial definition in the AALS constitution so that clubs that hire or lease locomotives, or where members are not providing maintenance at no cost, would not be eligible for AALS membership.

These issues will certainly make for some lively discussion!

Name Badges

Anyone who would like a name badge (the black traffolyte type) are invited to put their name on the list on the notice board. When there are sufficient names and order will be placed. Cost will be about \$6.

Blowfly Rally

This rally will be held by the Bathurst club, probably some time around October. In 2002, it is expected to be back at Mudgee.

Anniversary Book

There are still copies available. Cost is \$7.50. See Warwick or the ticket seller on running days.

Membership News.

At the February meeting Rolf Collett was elected as a full member of the Society, congratulations Rolf.

Cliff Trefry has been accepted as a provisional member at the January Directors meeting. Cliff is working on a 'Brittania'. Welcome to the Society. We trust your involvement will be long and enjoyable!

First Aid

Anyone who holds a current Workcover approved first aid certificate is invited to inform Warwick of this fact. The Society is also considering paying for members to attend the course in order to gain the qualification. Anyone interested in doing this please also advise Warwick. Obviously you would need to be a fairly regular attender at running days!

Loco & Rolling Stock News

David Lee had his new battery powered loco in attendance at the November running day . Zak gave it his full approval as he took out and around the track with the hand of a master.

Warwick Allison also had a new wagon at the November running day. A bright red Hydrochloric Acid wagon from Western Australia will certainly lift the colours of the rest of the rolling stock.

Mick Murray has produced a nice bogie open wagon which doubles as a riding truck for his Ruston shunter- (Good heavens, we have never had this many Rustons before!)

Barry & John Tulloch have done some work on the 2-2-2-0 Teutonic Jeanie Deans which was running also in November. This loco was built by Jim Ranford. It certainly sounds unusual at speed. The low pressure cylinder beats (2 per revolution) give the impression that it is hardly moving, when in fact it is literally flying!

Also back in the care of the Tullochs is the 2-8-0 'J' class. This should be a regular running day loco! It certainly created a lot of interest pulling 2 cars only on the January running day with many customers coming back for a ride on this pocket rocket.

Zac's Little Train or David's Little Diesel. by David Lee.

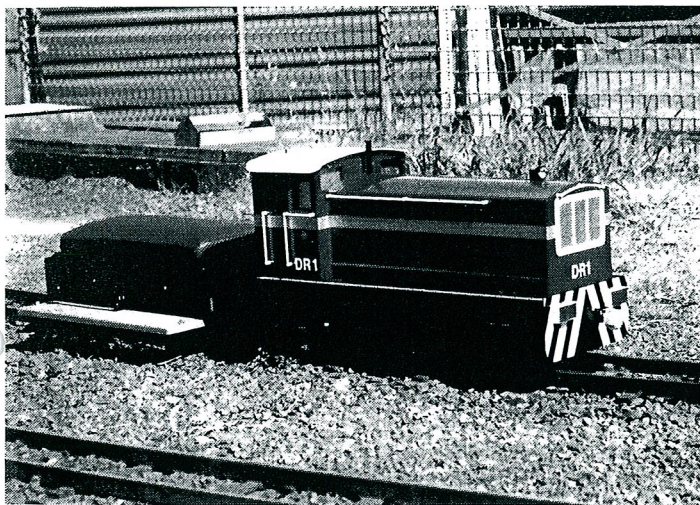


Photo John Lyons

After seeing the look on Zac's face when driving the Allison's Tram Engine, I thought I should build something similar. Being stuck on Commonwealth Railway stock, I opened up my locomotive book and found a likely candidate, a Ruston Hornsby diesel shunter. The prototype was bought second hand from Shell in 1964 to go to Port Augusta as a workshop shunter. It has a top speed of 20 mph and weighed in at 28 ton. This was powered by a 6 cylinder, 150 HP diesel and was withdrawn from service in 1975. The model proved to be a small challenge as I had to fit a battery in it and still maintain the 1' 1/8" to 1' scale. The little beast is powered by a fan motor out of an XD falcoln with a 9:1 reduction driving the jack shaft at the

rear. It weighs in at about 90 lb. and is 2ft. long. Speed control is performed by a 20 amp electronic kit from Dick Smiths and I added a sound simulator for authenticity. It will pull me around the track quite happily and draw around 10 amps up the grade. It has bought a lot of happiness to Zac, as he has a train and I don't, but is quite happy to share. Of course now he wants rolling stock to pull.

New O,H & S Regulations

Your President has been busy reading up on the draft new regulations that are out for comment. They include specific mention of AMBSC and there is a section on Plant which covers amusement devices. The main concern is a requirement for design registration, plus some other little bits of trickery in the words. We believe they have tried to accommodate model engineers, but the words could do with some tweaking so AALS has made a submission on the salient points. Time will tell if we are successful. A copy of the assessment is on the notice board.

Works Reports

Hawkesbury Bridge Repaint

Our intrepid Wednesday and Saturday painters are practicing their talents on the inner main bridge. They are also doing a bit of maintenance and the bridge is looking very good. By the time you read this, the planking will also have been replaced.

Elevated Track Anti-Tip Rail

Jim is making good progress with the anti tip rails. They are now all around the bottom curve, plus the station area and are progressing past the ground frame and around the stub points.

Big Retaining Wall & Ballast Siding

Steel work for the track has been manufactured and galvanised. The end of the wall was formed up and some concrete poured to provide a proper finish to the end, next to the meter box steps. David Thomas is looking after the ecology in this area, and it has been planted with some natives. Be careful, though, all that couch growing wild is part of the plan! We seem to have some tomatoes as well! By late January the new galvanised track had been installed, and at long last it is just about finished and the ballast train can run again!

Ground Level Railway

We have had some good progress with the track upgrading with another 4 panels done last Saturday on the inner loop. We had some dead branches pruned on the silky oak and the surrounding pines, only to have a major branch fall the following Monday. We have repaired a track panel that took the main brunt of the fall, and the branches were all cleaned up pretty quick and put out for council to take away. A meeting was held on site with some council officers and Jim and Henry to discuss the trees and pruning, and how much council will be responsible for, and how much pruning can be done. As luck would have it, we lost another large branch in winds just after the council inspection. This is a quite complicated area these days.

The track approaching and over the Hawkesbury Bridge was lifted and tamped on the morning of the January running day, to good effect and it is now a smooth transition.

Bill has been steadily replacing the rusty screws in the signals with specially machines stainless steel ones! This will mean that the signals will be easily maintainable for ever! Thanks Bill.

Elevated Carriage Shed Traverser

The traverser is now in place on the rails and it is of an elegant design. Work is progressing.

Schemes are being considered to repair the carriage shed end wall, which is failing under the weight of the door.

Ground Level Carriages

John Hurst can tell you just how much maintenance these cars need. While the running gear rarely needs any work, the brake gear is quite a different situation. Between perished rubber hoses, broken beams or bent linkages, there is usually always something to do. Brian Kilgour has provided a vacuum pump which will help in the maintenance of the brakes no end. With the appropriate fitting they will now be able to be tested and faults traced with much greater assurance that we have actually found all the problems!

It has also been suggested that vacuum gauges be fitted to the guards vans.

Congratulations.

Special congratulations to Stuart Larkin who has not only graduated as an Electrical Engineer from the University of N.S.W. but has announced his engagement to girlfriend Caroline. Many best wishes for the future.

The last weekend in March will see the wedding of Matthew Lee and girlfriend, Bernadette. Matt and Bernadette will be married almost exactly five years to the day they met, best wishes to both of you from all your SLSLS friends.

Diary

24 February	Lake Macquarie Birthday Run
3 March	Hornsby ME Scale Train Day (Details Howard Armstrong 9484 7291, Reg Watters 4776 1557)
6 March	Directors Meeting
17 March	Public Running Day
31 March	Members **Special** BBQ lunch & running day.
3 April	Members Meeting
13-16 April	AALS Easter Convention, Cobden, Victoria
21 April	Public Running Day
1 May	Directors Meeting
5 May	President's Breakfast
19 May	Public Running Day & next newsletter!

Is your Blood worth bottling.

Yes, it probably is. Keep in mind that the Red Cross Blood Bank is always in need of donations of blood to help with medical treatment. The need is always great but at the moment it is greater as they have had to exclude many regular donors who have been in the U.K. because of concern over the CJD disease. As this is the Year of the Volunteer, how about it, it only takes half an hour or so and does not really hurt.

Garden Roster.

Mar. '01.	W.Richards, W.Fletcher, M.Gay, S.Larkin, D.Lee, B.Muston, J.Noller, H.Spencer, C.Trefry.
Apr. '01.	W.Allison, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, M.Murray, S.Murray, V.Scicluna, P.Shiels.
May. '01.	B.Courtenay, K.Baker, B.Carter, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, P.Taffa, D.Thomas.
June. '01.	J.L.Hurst, J.B.Hurst, A.Cottrell, A.Coucill, J.Leishman, J.Lyons, B.Peake, M.Tyson, M.Yule.

Gate Roster.

March.	N.Sorensen.	April.	J.Sorensen.	May.	H.Spencer.	June.	P.Taffa.
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Editorial.

2001. Almost a generation since steam ended its run on the N.S.W. railways. For many of the children riding our trains today there is a good chance that their parents have only experienced steam train running at West Ryde (or other similar clubs) as well. Our past time, building, running and maintaining our locomotives and rolling stock is now providing a window to a part of transport history that most of us took for granted. Even our research methods are changing with the times. There are limited examples in museums or collections in various parts of the state and even now the Railway Archives are no longer at Wynyard.

This collection is now held at the Western Sydney Records Centre at Kingswood. Mark Gibbons is to give us the run down on how to access the information we need in the next newsletter.

I would like to request that members might try to provide some material that could be published, text and /or photographs to help keep our Newsletter up to standard.

John Lyons.

Allison's Theory's of Track Maintenance.

SLSLS has always been renowned for the high standard of our track. Without a doubt, you can get away with a lot of sins on plain track, but you will always be found out with the pointwork, and in this regard our points are the best I have ever seen. Bill Richards has engineered the points to match our wheel standards and they are faultless in operation. Our plain track is all jig built, in approximately 10ft lengths (pardon my metric conversion), and the curves are true and the straights are straight, and the gauge is correct!

Keeping the track in good condition is part of our ever present maintenance. The main problem is in the deterioration of the wooden sleepers, and the erosion of the track base and ballast that effects alignment, and the incursion of mud into the foundation and ballast.

Traditionally we have laid the track on the ground, covered it with ballast, then lifted the track into alignment (by sighting along the track). Ballast was tamped under the sleepers, the fishplates tightened and the ballast swept to sleeper level.

Over time expansion and contraction would push the ballast further and further from the track. It would gradually settle and, especially on curves, we would lose superelevation. Correction by localised lifting, more ballast and tamping would be needed on a regular basis. It is all a fair amount of work.

During periods of contemplation, (and listening to others), I feel that we have gained some data from our experience that can be analysed. One in particular, is that the track that is embedded in hardened mud is often the best in maintaining line and level, although it doesn't do much for the timber sleepers! Another theory is that track needs to be welded up with the superelevation actually welded in. (I disagree with this because the actual variation in length of the outer rail is very small. Deformation of the track under our overscale loads is by far a larger component and would dominate in a tug of war between these two factors.) We have talked at one stage about a concrete base to give the track proper support. I think Railway Park has the best example of this (covered with ballast). Bare track on concrete, I suggest, is better left uncommented upon. The concrete does however cause a harder ride, even with timber sleepers. I think the ride of our current track structure is very good, and we need to preserve this.

So, the main points seem to be:

1. Provide a firm base for the track at the correct level and slope (superelevation) because with the weight of the train, the track will conform to its support.
2. Separate the foundation from the ballast to prevent one fouling the other.
3. Do not use ballast as a means of track support (it moves!)
4. Be careful how much track is lifted at a time. It is very difficult to judge a vertical curve (i.e. a change in grade) that the track should be aligned to if you no longer have a datum.

So what does it all mean?

I have used these issues to provide the following rules of track maintenance.

- Only lift a relatively short distance of track at a time (say 3 or 4 panels). The line can always be set between the remaining ends. If a longer length is lifted, ensure it is a constant grade so that a string line between the ends can get it back right.
- Form the ground level to form the base for the track. This includes superelevation and maintaining a constant grade over the length. If possible compact the base by rolling. Old spent ballast mixed with dirt seems good. I imagine roadbase would also be good. Use a string line, or boning rods to get the level constant. This is different to the past methods where we would enthusiastically get into digging it all out, moving and dumping it, and replacing it all with new ballast!
- Cover the base with weedmat. This prevents the ballast from disappearing into the dirt! It also makes it harder for the weeds (although some are very persistent.)
- Lay the track direct on the weedmat. (A dry run before the weedmat is laid is a good idea to check for high and low points).
- Cover with ballast and then lift and pack in the normal way. If you have done the base right, it shouldn't need much of this. If it turns out that you need to lift a lot, it means lift it all again and redo the base. This is easier now with the new ballast on the weedmat and not the dirt! Check and adjust the super, and tighten the fishplates.
- Sweep the ballast back to sleeper level.
- Stand back and admire the beautiful track!

We have done a lot of track like this now. So far so good, but time will be the test.

Newsletter' is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.

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Postal Address: The Secretary, PO Box 124 West Ryde NSW 2114

Web Page Address: <http://www.pnc.com.au/~wallison/slsls.htm>

Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each