

'Newsletter'

Vol.30. No. 1.
February 2002.

Running Day Reports.

November.

This was the Malcolm Sargent Charity day, fortunately the day was great, unlike the wet conditions of the previous year. The day got off to a slow start with some of the trains carrying very few passengers but by mid afternoon everything was in full swing. There were still people coming in at 3.30pm. and later. To help with the footwear issue John Hurst met our patrons at the front gate and advised them of the need for enclosed shoes. Many went off and returned with suitable shoes, which in some cases were shared around for the afternoon train riding.

Bernie ran his SMR 10 class on the elevated with five cars and a guards van. There was some interesting working on the ground level. There was the usual double header combination of Max Gay with "Bitza" and Henry, TGR "R" class but this was topped by a triple headed roster of C3142, Jeff Sorensen, 2401 Graeme Kirkby with oil fired D5902, Barry Tulloch. Ray Lee ran his VR "S" class, Peter Shiels was in charge of another train with C 3901 and Warwick ran during the afternoon with the WAGR "V" class.

The tally of rides for the afternoon was 2332, surprisingly, this was the same score as the month before and when including the gate takings the Malcolm Sargent cancer fund would have been very happy.

December.

This day was almost a wash out, the morning was disgusting and as I drove in from Seven hills the rain seemed to become more constant. It did clear and the afternoon turned out to be reasonable but with the ground very wet underfoot. It was decided to open up the grounds but not charge admission and provide a limited train service. The footwear situation was looked after with Warwick and Chris Bunnik at the gate giving the required warnings. The elevated remained out of service and only one train ran on each of the ground level tracks. These were Henry, TGR "R" class and John Hurst with the 4-8-2 "mountain", between them they catered for 583 rides and the birthday party people were happy.

Warwick continues the report on the day's activities. "Afterwards no was sure what to do, as most decided they would make tracks because of the weather threat. However a 'carton' was produced, plus some videos and everyone settled in for some entertainment. After I lit the BBQ and the pangs of snags and bacon could not be resisted and shopping expedition to Woolworths soon had a BBQ plate full of dinner for all. I left at 9pm and some members were still going strong

We did have an electrical problem in the signal box, fortunately late in the day. This turned out to be one side of a bridge rectifier failing. This has now been fixed."

January.

After the hot dry windy weather that prevailed over the bush fire emergency for the last week of the old year and the early part of the new year it was a relief to have a great day to start our public running for 2002. The day was sunny with some cloud, a reasonable breeze cooled things down and helped reduce the humidity. The shady areas were well patronised with not as many party groups as usual. The elevated track provided the best display for some time. Jim Leishman ran his Ps4 with three cars through out the afternoon and was the last train on the elevated taking the last of the ticket holders. Brian Carter, 0-4-0 "Perseverance" hauled three cars and a van, Paul Taffa, 0-4-0 "Hunslet" took two cars. The Mulholland 0-6-0 "Pannier" tank with Jim at the regulator powered one car and a van, Brian Rawlinson ran

his "Blow Fly" light engine till forced to retire with whistle valve problems. With the relatively light traffic early in the run the siding was used first by Brian Carter followed in order by Jim Leishman and Paul. Bernie had the SMR 10 class in the loco depot but did not need to light up. Also in the elevated loco depot was a 5" gauge NSW standard goods chassis (posing as an 0-8-0) being constructed by Ross Bishop, very fine workmanship.

On the ground level we had some visiting locomotives both running on the inner track and both with their own very distinctive sounds. John Hill ran his beautifully constructed NSW 4469 diesel locomotive. He hauled six cars and a van and the sound as it growled up the hill was rather realistic. The other visiting locomotive was "Toneya" Ross Bishop's 0-6-2 Fowler narrow gauge tank. The soft exhaust beat as it easily lifted its six car train up the grade was quite a contrast to the 44 class internal combustion sound. The outer ground level saw a number of locomotives on roster. Peter Shiels ran one car set with C3901, the second car set was first hauled by Henry, TGR "R" class as train engine with Max, "Bitza" in the lead. These two locomotives were later relieved by Ray Lee's VR "S" class with both Matt and Ray sharing the driving.

Earlier in the day Mick Murray gave his Ruston Hornsby "Tinkerbelle" a run and during the afternoon Martin Yule drove his steam truck around the main section of the grounds. With the breeze mentioned earlier it was noted that some small branches came out of the tree over hanging the ground level round house and landed in that area, they were not large but still of a size that could cause injury. We will have to be aware on windy days.

3801 Christmas Party, followed by our own Do!

The weather was beautiful for the 3801 Ltd BBQ lunch. There was a good roll up of members including Barry & Anne Potter down from Orange. Barry ran his 'Fayette' 2.5" gauge which went round and round and round the elevated track just as the other Potter locos go round the ground! Roger Kershaw was there trying out the little one too! Bernie joined them later in the day with the 'Princess'. 3801 volunteers Mark Robinson and Robert Smithers were there with their 36 and 59 class locos respectively, and they had a good run as well. There were some interesting display items including chassis for Z19, as an 2-2-2 (John Lyons), C30 class tank engine (Ray Lee), C30T (Barry Potter) and an American 10 wheeler (Jim Leishman), all in 5 inch gauge and Andrew Allison's A10 tender. David Lee displayed the tender and chassis for his 5" gauge Commonwealth Railways C class locomotive.

Regular locos were Jim's PS4, running the elevated passenger service, Henry's R, Max's Bitza (fresh from a run at Wollongong that morning), John Tulloch and the H class, Geoff Sorensen and the 30T running on the elevated and battery locos from David Lee and the Allison's "Toby" the tram car. These two battery powered units spent some time double heading on the inner main and with Jennifer Allison and another young lad at the regulators, there was some very spirited running with lots of directions been given by some of the other crew members. There was a double headed C38 hauled train with Lionel Pascoe, C3811 and Ray Lee C3803. Don Jones emptied his Dora Creek work shop to display his D57 and C36 locomotive chassis and tenders, he is making very good progress on them. The Tulloch's displayed their 2 ½" C36 class locomotive with the scale passenger rolling stock.

Peter Shiels, had his compound launch engine also on display.

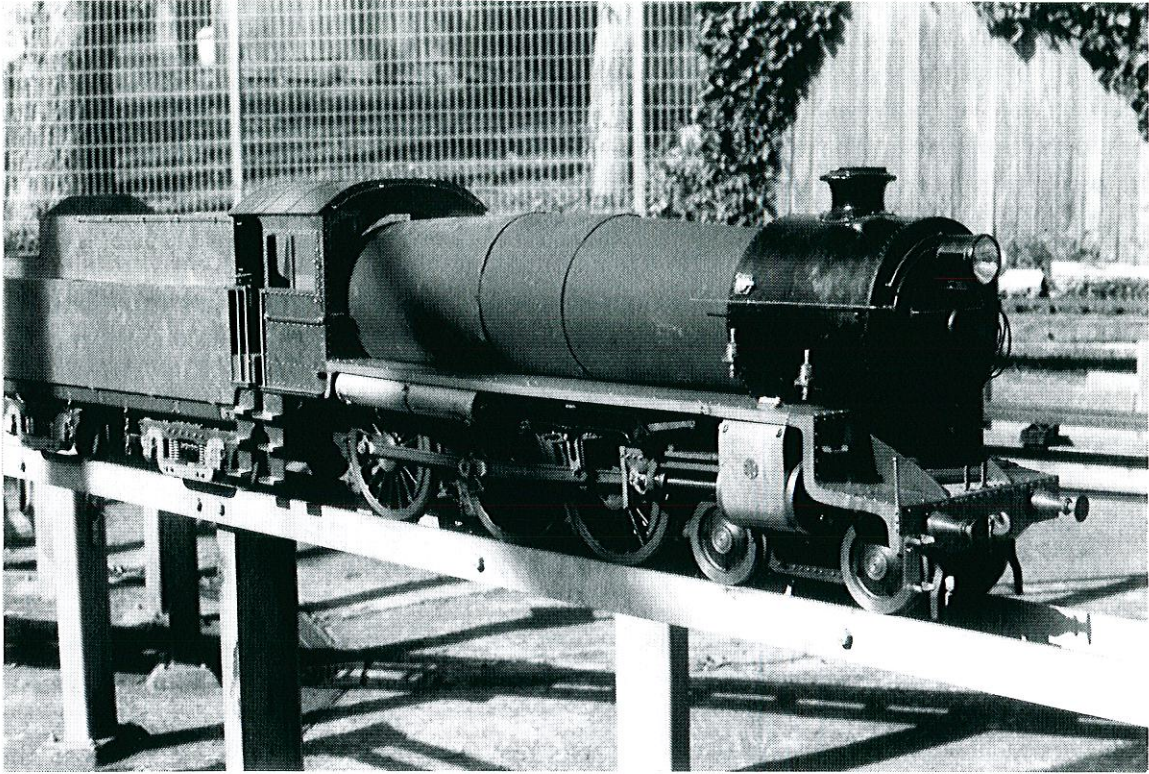
Despite some signalling aberrations that seemed to have more in common with the occult than a logical technical system, we managed very well to have a good day. The 3801 lunch was prepared expertly by Diane and Liz, and Gay.

There was even some left overs for tea, where we did it all again with our fellow members families and friends. By 10 pm most had departed.

The Don Jones Locomotives.

Note provided by Don.

I started on D5720 and C3640 over twenty years ago trying to fit them in with other work as time permitted. The 57 class main frame sides were cut from ½" steel with stretchers and brake hangers welded in place. I borrowed patterns from Bill Richards and after four goes to cast them got a set of wheels that I could machine,



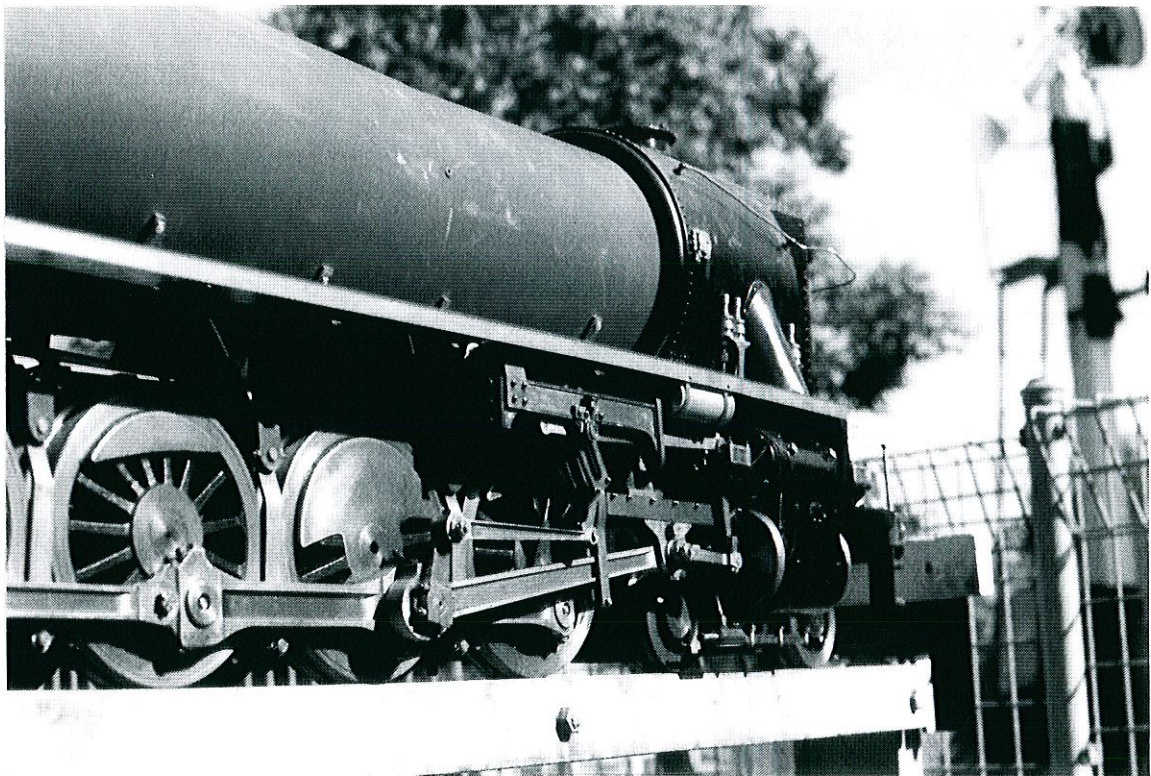
Above.

C 3640 under construction by Don Jones seen in the ground level round house ,Christmas party day.

Below.

On the same day Don's concurrent locomotive building project D5720.

Both photographs. John Lyons



the previous three sets being too hard. Wheels were fitted up with compensating beams and semi elliptical springs as per full size practise. The same was done for the C36 class. Front bogie on the D57 has a swing link fitted, whether this will work in practise I do not yet know.

The next major job was to fabricate the cylinder assembly on the D57. As I could not afford the castings at the time this was built up with front and back plates suitably spaced so the centre cylinder could be bored out at 9 degrees to the horizontal. The porting for the valves was added on the outside plates. Cast iron sleeves were fitted to cylinders and valves going for 2" dia. pistons and 1" dia. valves in both engines.

Cabs were cut out of brass sheet, so were the tender tanks. Bogies were fitted with roller bearings and suspension by semi elliptical springs, in the C36 this amounted to about 180 leaves.

The next major task will be the boilers for both engines, a wide firebox for one and a narrow one for the other. The D57 will be built in four courses TIG welded together. I am preparing designs for the boiler inspectors now and hope to get this under way in this new year.

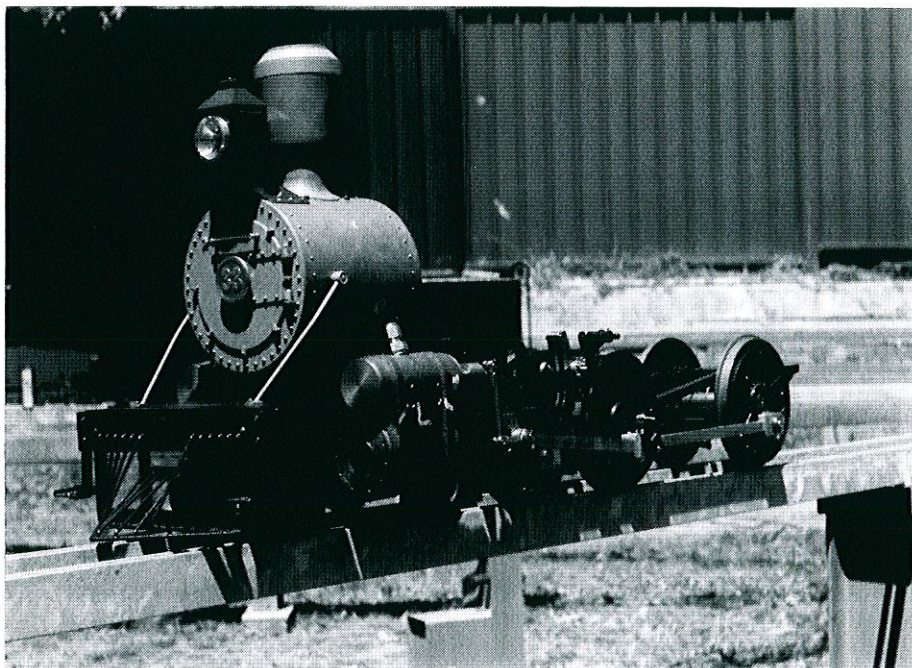
4-6-0 Ten Wheelers. Jim Leishman.

Ten wheelers never acquired the glory of the American Standard, and were never christened with a charming nickname. Even so, there were hoards of them running the rails in the late nineteenth and early twentieth centuries. They were the work horse engines, reliable performers, pulling freights and passenger consists everywhere.

For many years, the 4-6-0 was the most adaptable locomotive on American rails, suitable for fast passenger service or slow, economical freight operations. The great virtue of the design at the time was that it offered better adhesion and power than the popular 4-4-0 American Standard. These, with huge drivers, were frequently seen at the head of a consist of five or six passenger cars, roaring along the mainline at about 70 mph. (112.6 km/h)

In 1912 Ten Wheelers were relatively modern, with super heaters, piston valves and walschaerts valve gear and remained in service till dieselisation.

They lasted into the 1940s in great numbers, but not on the main line. You could see them pattering along the uneven backwoods of the South and more remote regions of the West. Few of them had the flash and dash of the bigger, faster locomotives that came later, but they were survivors – and many still survive today.



Jim has been working on this 4-6-0 for some time now. The bar frames are fabricated while the cylinders and driving wheels are the same castings as his Southern Ps4.

SLSLS E-mail List

Now we have an e-mail group of 23 members! The best and easiest way to be added is by using the e-mail link on the SLSLS home page.

Club Visits-Golden Gate Live Steamers

We had a surprise visit on 5 January with a visit from the President of the Golden Gate Live Steamers, Ken Brunskill, who was here for a short visit to Australia with his wife Pat. He spent all morning and most of the afternoon with us, including helping lay the rail extensions for the elevated carriage shed traverser. Ken was quite impressed with the demonstration of the signal box and elevated track ground frame (sorry about having to operate the freshly painted levers!). They have a 7 1/2 inch track with aluminium rail. They run every Sunday, and have about 200 members! He seemed to think that we had a superb roll up of members compared to his club!

Anniversary Book

There are still copies available. Cost is \$7.50. See Warwick or the ticket seller on running days. Stocks of these are certainly being depleted and they will not last forever! Our correspondent in 'Railway World' called it 'an excellent guide'!

Name Badges

Another list is on the notice board. If you want one, just put your name on the list. Remember to spell it as you would want it to appear on the badge! Orders will be placed when the list reaches half a dozen or so names.

Membership News

We welcome Neville Amy as a provisional member. Also David Thomas was elected a full member at the December meeting. We now have 75 members. Greg Croudace was one member who failed to appear at his gardening day. His excuse is that he got married! The Society wishes him and his other all the best for the future!

Loco & Rolling Stock News

David Thomas has acquired a very nice steam machine. I guess this means one less guard and one more driver! Keep an eye out for it! An appropriate 'interpretive' sign has already been produced. The Allison's 'Mona' was seen having some steam trials prior to the Tasmanian convention trip, as has the 'Nigel Gresley' ex Tom McMurray currently in Bill's care. Mark Gibbons has had some 'Native Bear' AutoCAD drawings being shown around. Bryce has shown some bits for his 500class, and David Thomas has been rolling his 620 class front bogie through the point work Jim Leishman & Co. has modified a club elevated truck to feature a removable seat to facilitate rerailling as the end boards and enclosed sides make this now a bit difficult. It looks quite a good arrangement.

Your Editor's Z19 class chassis is now an 0-6-0 again and at the end of the school holidays was successfully run on compressed air.

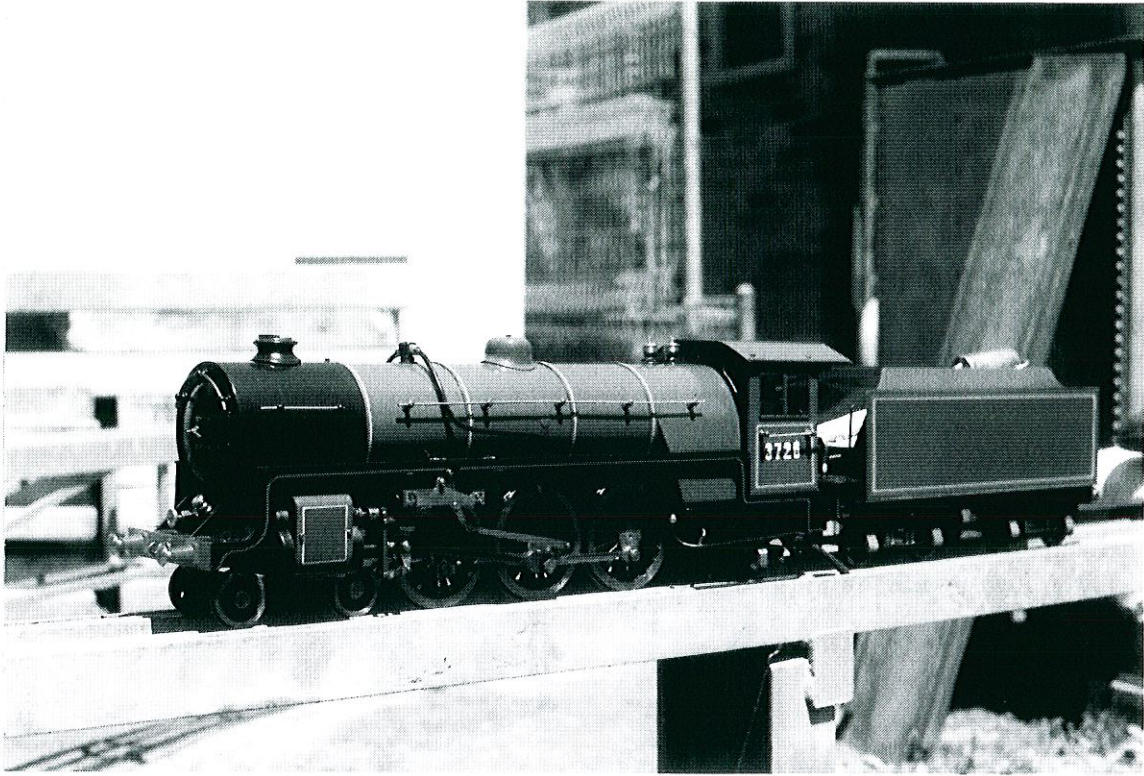
2002 Convention at Evandale Light Railway and Steam Society, Tasmania.

If you plan to go, don't leave it too late! Accommodation in Launceston over Easter is tight. Apparently there is a go-cart convention and also some Highland Dancing functions planned which are tying up some of the accommodation.

More about Feet

We seem to have the process down reasonably well now, particularly with the foot patrol on the gate, however there are still some difficulties. One point is that it is extremely difficult to explain to members of the public about footwear when member's families are not setting the right example. An actual exchange at the gate in January went something like: "I'm sorry but you cannot ride the trains with that footwear!"-"But look! THEY are riding and THEY don't have enclosed footwear!" It would be good if this can be kept in mind for the future. We don't need steel cap boots, but they must be enclosed. It does seem however that once the policy is explained at the gate, then there is reasonable compliance at the stations.

Another quotable quote: "I am sorry madam, but you will not be able to be ride on the trains with those thongs". Answer: "Oh! That's all right, I'll take them off!"



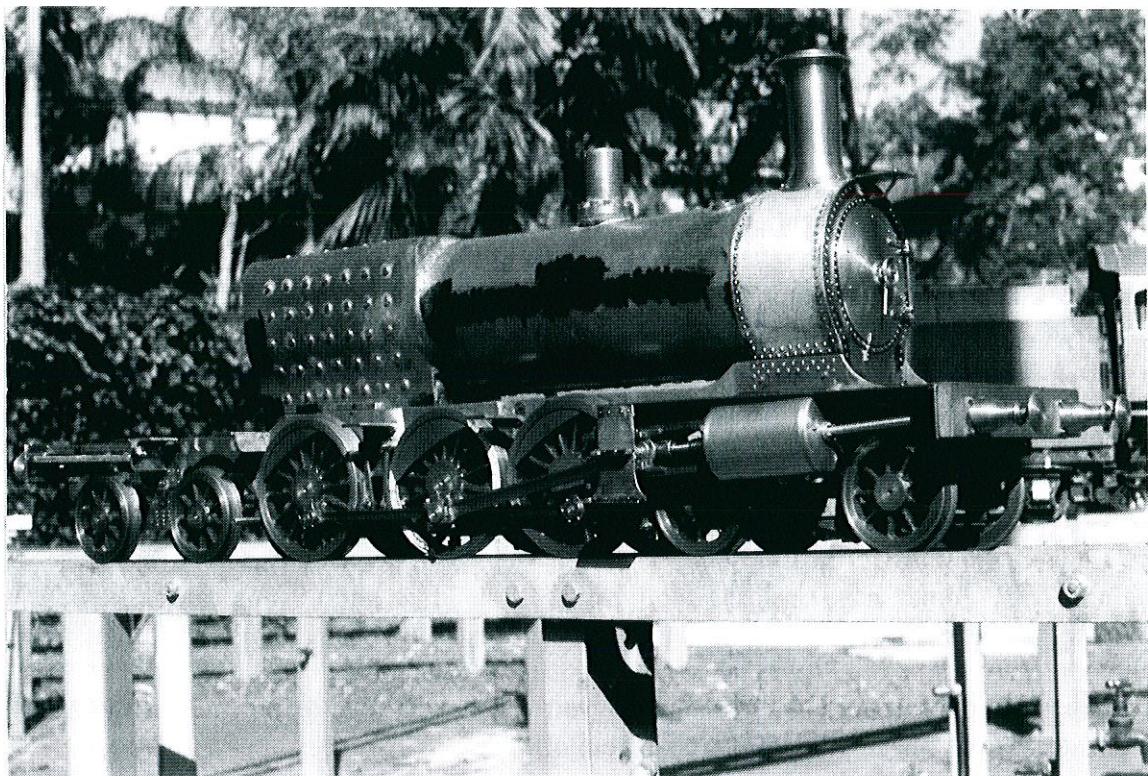
Above.

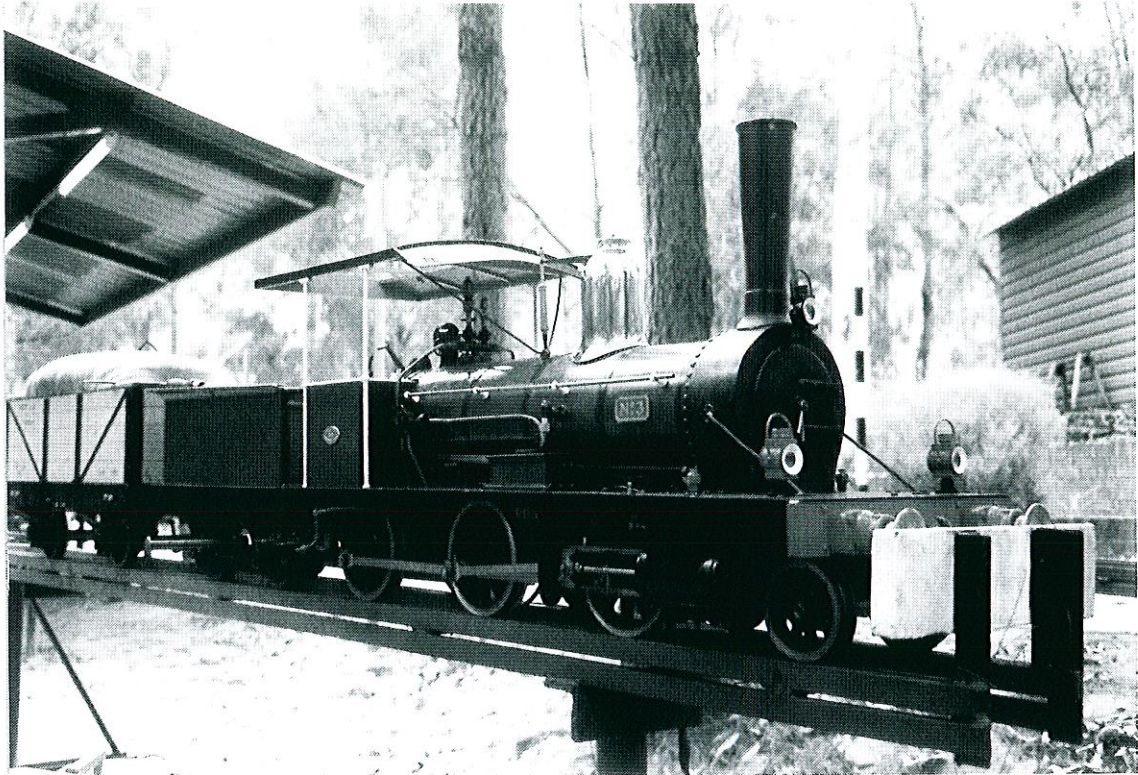
Barry Potter has restored this 2 ½" gauge LBSC designed "Fayette" built by his father, the late Norman Potter. The locomotive has been given a new boiler, a tone up and a fresh coat of paint and ran beautifully on the Christmas party day.

Below.

Ray Lee is building this NSWGR C30 class tank. The construction began in April 2001 and will no doubt be much further advanced by the time you read this Newsletter.

Both photographs. John Lyons.





Above.

A very attractive locomotive now owned by David Thomas. It was built by David Smith of the Moorabbin Club, a B10 based on the QR A10 seen here at Galston last year.

Below.

Brian, Bernie and Henry with "Nigel Gresley" ex the late Tom McMurray now in Bill's care
Both photographs. Warwick Allison



Works Reports

Elevated Track

Our intrepid painters have done another Rembrandt, this time on the ground frame. It certainly looks a picture. Now they seem to be following the steelwork that leads from it. There is a bit of rust in this, but I am sure it will soon be treated perfectly! The old elevated connection to the elevated carriage shed has been cut back in preparation for the new track alignment.

Ground Level Railway

On the track work side we completed the inner main level crossing by the addition of a centre road surface in the 4 ft, now the width of the enlarged crossing. The outer main approaching the station has been relaid so that more angle iron track has been relegated for siding use, and the formation was levelled and provided with weedmat. I am sure that some final adjustments will be needed after the sun does it's work and the trains work it a bit!

The rest of the uphill outer track will be done in the new plastic sleepers, and I dare say, will be an early job for next year.

Henry arrived with a truckload of 100mm plastic pipe. Not wanting to waste the obvious available manpower, we were soon digging a trench and we have now laid 18m of pipe with new signalling cable from a point near the ticket desk to the distribution box near the inner main platform. This has allowed us to replace the old defective cables on this run, and will improve reliability. It was quite a job, as further defects were discovered between the signal box and our new termination point, so this was also relaid. It all ended up being quite a job, but functional 2 weeks before the running day.

We also investigated some earth faults on the system and while one has been repaired, the other has proved to be a defective armature. This still operates but the repair is more involved and will hopefully be tackled in the new year.

the outer main on the approach to the drain at the bottom end of the grounds was lifted and the formation was adjusted to improve the gradient and super elevation. It certainly looks a lot better and after a bit of bedding in, will probably need a final adjusting tweak. Bill has also finished the jig for drilling the plastic sleepers, so if anyone is inclined, there are 351 sleepers to drill! (use a 9/64 inch drill!).

Grounds Improvements

David Thomas was seen lurking with some more plants. This is really an investment in the future as there are a few trees which are obviously seeing the end of their days, and will be good to avoid being totally denuded when the time comes.

December was a bit wet, but it certainly did not stop the gardening though! Graham Kirkby attacked the grass during the week and this was greatly fortuitous as it left very little to do between the showers on Saturday morning. There was quite a good roll up considering the conditions and there was some other work done as well. The branches overhanging the inner main were pruned back including some that had broken in previous winds. Some privet sprouts removed and the stumps were poisoned (or attempted to be!)

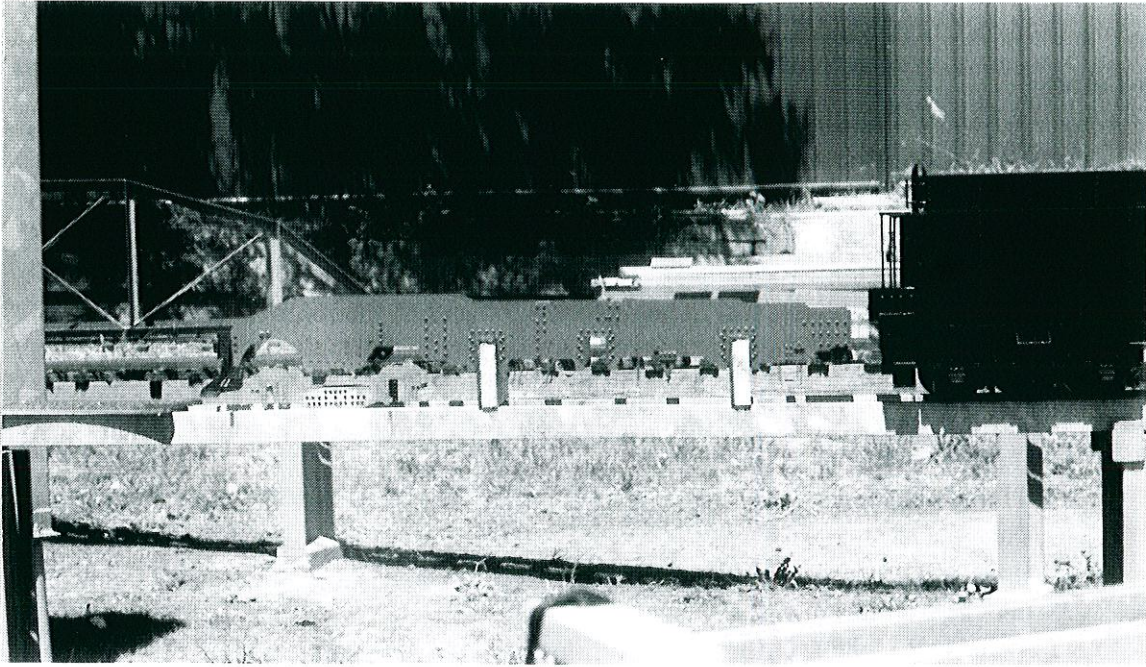
And the old privet stump that has been slowly rotting near the bend in the elevated track was attacked (there can be no other word!) and removed. This spot was secured by some pine logs.

Greening and Environmental

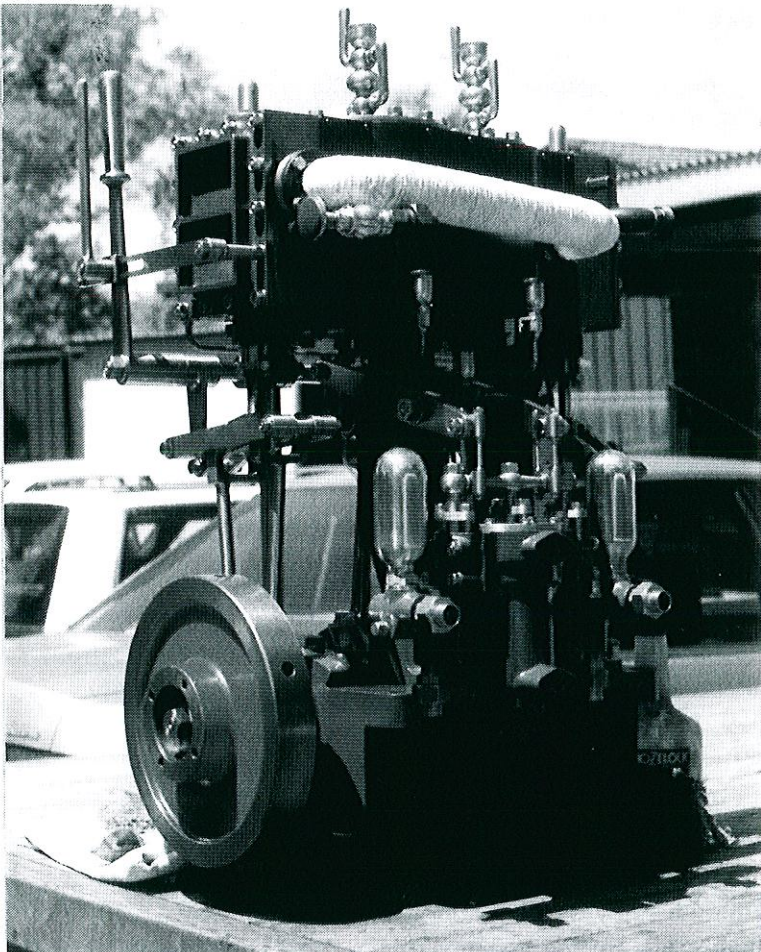
Well, we don't know how Henry did it, but his gardening day in January was a perfect role up. All rostered members turned up and what a day it was! In total I think about 30 members were at the grounds, and as a consequence the gardening was a breeze and a lot of things were done. It was great to see the storage bins being made use of and they are now accommodating lots of useful leaf mulch.

Fruit Cake.

Every time Peter Shiels comes to the grounds he brings this beaut slab of fruitcake for every one to enjoy at morning teatime. This has been going on for a very long time and we have never acknowledged the effort that Helen has put into making this cake that we have all enjoyed. On behalf of all the members, thank you very much Helen for the time you have put in for our morning tea.



Above.
Commonwealth Railways C class chassis and tender being constructed by David Lee.



Left.
A twin cylinder compound launch engine
constructed by Peter Shiels.

Both photographs. John Lyons.

Diary

23 February	Lake Macquarie Birthday Run.
5 March	Directors Meeting
16 March	Public Running Day
28 March-1 April	AALS Convention Evandale, Tasmania
2 April	Members Meeting
20 April	Public Running Day
4 May	President's Breakfast & Malcolm Sargent's Sick Kids Day.
7 May	Directors Meeting
18 May	Public Running Day
29 June	Central Coast Steam Model Co-Op Ltd Interclub Visit

Garden Roster.

Mar. '02.	B.Courtenay, K.Baker, B.Carter, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa.
Apr. '02.	J.L.Hurst, J.B.Hurst, C.Bunning, A.Cottrell, J.Leishman, J.Lyons, B.Peake, M.Tyson, M.Yule.
May '02.	B.Hurst, T.Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tullo J.Tulloch.
June '02.	H.Spencer, R.Collett, G.Croudace, W.Fletcher, M.Gay, S.Larkin, D.Lee, B.Muston, J.Noller, P.Sayer.

Gate Roster.

March. B.Courtenay.	April. G.Croudace.	May. T.Eyre.	June. W.Fletcher.
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Editorial.

For many years now I have corresponded with a now retired British Airways / Virgin Airways Flight Engineer whom I met through the reports of our efficiency trials I had published in the Model Engineer. He was stationed here for three months with his family. He belongs to the Basingstoke & District Model Engineering Society. At the end of last year with the usual Christmas greetings Eddie sent me a part of their societies Newsletter with some details of what is going on in British Colombia, Canada. One of the B&DMES members is working in Canada and caught up with the live steam scene.

There is a national body responsible for public safety and public running and even members only days are banned. They seem to require certification for almost every thing from the soil on the site, all structures and materials used, plans and calculations for all rolling stock and locomotives, all certified by an accredited engineer, civil, mechanical or electrical, which ever applies. I will put a copy on the notice board.

We need to hope that we do not get to face such regulation in NSW, but, time will tell.

From what we have been reading about public liability insurance premiums I hope our Treasurer does not get too much of a shock when he opens the envelope with our policy renewal documents for this year.

John Lyons.

Model Engineering 100 years Ago.

Warwick Allison

I was pleased recently to be able to peruse some magazines from the Alan MacKellar collection. They were "Model Railways & Locomotives" a Bassett-Lowke publication, edited by Henry Greenly. There was a selection of issues from 1909 to about 1919. Its name changed over this period first to "Models, Railways & Locomotives" and then to just "Models". Just before the war, it incorporated another magazine dealing with aeronautics (an emerging technology) and Greenly took on a smaller but no less authoritative role. It is about A5 size, quite small print, and contains a useful number of drawings and photographs. Regular features include prototype articles including excellent ones by C.J.Allen on both locomotives and signalling, articles by Greenly on locomotive construction, and model railways of readers. There is an answers to correspondents column (with some often terse replies, which was amusing because they did not print the letter and it left one

wondering what the correspondent had said!) and product reviews. A column title "Readers in Difficulty" had responses individually identified as "Difficulty No. YYXXX".

The thing that took my imagination however is the passion that is evident throughout the publication. They certainly liked their trains and railways and they liked doing things right. Most miniature railways were O or 1 gauge. Passenger hauling did not occur under 7¼ inch gauge, and above this there were a great range of odd gauges for garden railways, beyond the scope of the average person.

The model locomotive side is a world that is virtually unknown today. The focus was Gauge 2, which is 2 inch gauge. Locos were mainly clockwork or spirit fired. Gauge 3, (2½ inch gauge) was very expensive and clearly only for the better off. 3½ inch gauge was 'just' present, but was considered too big to be practical with spirit burners, and far too expensive (especially with meths!) and not big enough to be able to pull a living passenger! 3¼ inch gauge was possibly in bigger favour than 3½ inch gauge, but still not particularly popular. 1 inch scale (4¾ inch gauge) was official (but not common) and 5 inch gauge was unheard of. Some internally fired locomotives existed, but would be difficult to service on the type of running with scale carriages etc. Where spirit firing was less suitable because of the size, a primus burner was used (similar to that on a kerosene stove). Apparently there was a pellet that could be used to keep irons hot and this was considered to be just the thing for loco type boilers. There was certainly a lot of experimenting, with one boiler design showing a loco type boiler with only 2 largish tubes, and two water tubes coming out of the smokebox tubeplate, bending back into each fire tube, and connecting into the water space at the back of the firebox. (Seems a bet each way!). There were no firetube superheaters, smokebox coils or grids being preferred, (these could not have been terribly effective). Stephenson's valve gear was considered the best available for the miniature locomotive. Outside valve gears were virtually unknown.

The most popular design would have to be the GNR large boyled Atlantic. These were brand new in 1902 and clearly took everyone's imagination with their big imposing boiler, generous firebox, and modern appearance. Almost every issue had one in it. If not an article then a loco on a layout, or an ad to purchase one in a variety of gauges.

Clockwork mechanisms were obviously the average person's first choice. There are articles about how to fit two mechanisms into the one loco for extra power.

Electric drive would appear to be in its infancy. Bassett-Lowke's catalogue describes the options for obtaining a suitable source of electricity to supply models. While batteries (generally accumulators) were the simplest, options of mains supply were positively discouraged (too dangerous), and there are advertisements for Stuart Turner gas/oil/petrol engines suitable for driving generators that could be used for the model railway! It is interesting that they offered the same engine, but to use petrol optional extras were provided for the extra functionality which also produced additional power as well. There were drawings by Greenly showing how to fit electric drives into models.

I discovered articles on water troughs, and on slipping of coaches. In both of these, opinions are heavily to the fore, including some pretty blunt comments on the safety (or lack of it) of slipping coaches. There were several articles on how to slip a coach on your model railway as well. Travelling post office cars with the automatic exchange equipment were modelled and various schemes to operate the door were presented, from ramps to solenoids. Couplings also were common talk. Most were home built and when you look at them, you can see the same principles today in the current Lima and Hornby couplings. Any precedent to the Hornby Dublo/Peco knuckle type coupling is quite absent however.

There was a strong emphasis on signalling. Articles on full size English practice set the scene and explained the Board of Trade requirements. Interlocking was also modelled and the miniature lever frames provided on the layouts were interlocked in an ingenious way using eyelets and cord between the levers. There are some very innovative ways of arranging the levers, and achieving the interlocking, including conditional locking, which we never see modelled these days. Products were available to produce O gauge lower quadrant signals in Great Northern (somersault), or LNWR style, and don't they look the part! Sadly this is almost entirely lacking these days.

Reader's queries covered a great scope from signalling the layout, interlocking and loco problems. Most of the loco problems seemed to be poor steaming, with the solutions being adjustment to wicks, or air capacity and draft.

There were often relies indicating that certain things would never work, that these days are common place. The world has certainly moved on and the 5 inch gauge ground level railway with proper coal fired boilers was not dreamt of in those days. LBSC was still over 10 years away.

I wonder what happened to all those early models?

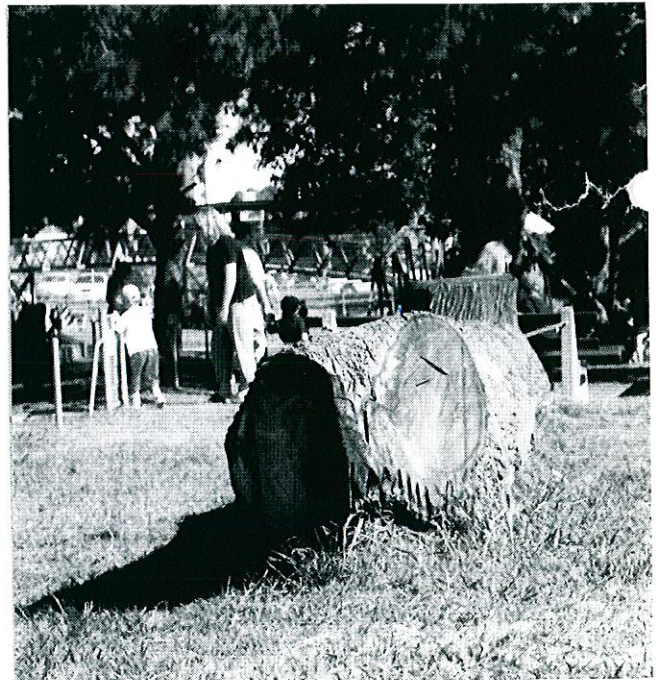
One last thought is how & when did 5 inch gauge evolve? LBSC's first loco for 5 inch gauge was 'Eva May' in 1933 in 'English Mechanics'. He states it is large enough to satisfy the desires of those wanting a larger useful locomotive, but still within the capacity of the home workshop capable of building a 2½ inch gauge loco. Did he chose 5 inch because he could simply double his 2½ inch gauge dimensions? and were there places they could be run? Why did not he stick to the standard 4 ¾ inch? or did he just want that extra bit of stability the larger gauge offered? Was there any 5 inch movement before 1933?



Left.
Heads down for the signalling
Recabbling.

Photograph. Warwick Allison.

Right. Who was the chain saw
Sculptor responsible for the
Tree Trunk Monster ?



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Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shopping centre. Telephone (02) 9874 8696

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