

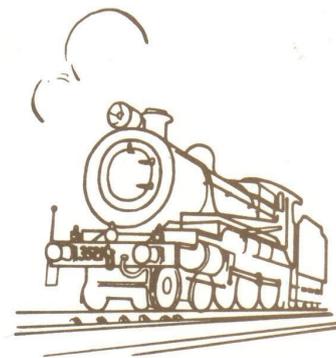
Sydney Live Steam Locomotive Society

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

'Newsletter'

Volume 37. No. 1.

February 2009



V1224 driven by Warwick Allison rolls across the inner main bridge on the January 2009 running day. Photo D.Thomas.

November 2008 Running Day Report.

This was our running day for the Redkite Organization so we were hoping for a good day. We had nice weather in the preceding week with the forecast storm rolling in on Friday evening. The showers following the storm were suppose to clear overnight but it was still raining at the grounds at about 10.00am. It remained cloudy but dry for the afternoon. There were a few spots of rain about 3.00pm. but that was all, we were fortunate. There was rain about the city, play was disrupted at the SCG. Arthur Hurst mowed the open parts of the grounds on the Friday so they looked great. We had three Redkite members who assisted on the gate and at the outer station.

We had a good crowd, there were a number of party groups a couple of which were very big. The largest group even had Santa make an early call to complete their day.

We were expecting Barry Potter and friends down from

Orange for the day. Roger Kershaw had his O class 4-6-0 while Greg and Les Bird brought their C3075T to assist for the afternoon. Henry's R class was back for a run. This has had new axles and tyres fitted with the assistance of Max Gay and it ran very well all afternoon. The steel tyres and new journals have made a big difference, and it sounded great.

First out on the ground level was Henry to test the R class. He ran on the outer with the Central West set, and pulled loads well above the locomotive's usual taking!

The second train on the outer started out with the Orange enginemen, Roger and the O class leading the Bird brothers C3075T. The O class had trouble with the leading bogie and was retired to loco. The 30 class coupled up with Henry and the R class assisting for most of the afternoon. Max Gay helped having a turn at the regulator of the R class.

The second train was then taken over by "Mountaineer" with Martin Yule and Barry Tulloch sharing the driving.



Greg Bird and 3075T, looking great shiny black!

Mountaineer has had a substantial rebuild, Barry did a good job getting it ready for this running day. On the inner we had Warwick and V1224 on the Pullman set, while the other set was taken by Matt Lee and C3506 double heading with Ray Lee and C3112. Part way through the afternoon, Ray and C3112 stabled in the engine siding and John Tulloch J class came onto the train to assist C3506. Later Matt came off and Ray went back on to give a J class 2904 and 3112 double header.

On the elevated we had Jim & Dom Mulholland and Pansy, 0-6-0 pannier tank on one car, John Hurst 2-8-0 "Nigel Gresley" started the afternoon running around with a track cleaning car, it seemed to do a good job. John then coupled up to a three car train for the start of running. This train was built up to four cars when David Thomas coupled up the B10, 2-6-0, as attached banker. Jim Leishman had the 10 wheeler out for a spin, as well as Paul Taffa who had Hunslet under way with a two car

Barry Potter who had invited his friends to the running day. Roger explained that on return to his locomotive works it was discovered that some inept fitter had replaced certain components of the front bogie assembly the wrong way round thus causing the problem. This fitter has been reprimanded and Roger has assured our secretary that on future occasions any locomotives from the central west depots will be in tip top running order.

December 2008 Running Day Report.

Our first summer running day was a very pleasant cool day. The cold breeze started late morning and on the way to the grounds from Seven Hills the southern horizon looked very depressing. On lunch time there was some light drizzle but that stopped and held off for the rest of the afternoon. Mark Gibbons was the gate keeper and had a very easy time, the crowd was very light and there was only one big party group. At 4.10pm. I happened to notice that there were only four people south of the club house, Warwick and Mark were two of them. For most of the day our trains only carried light loads.

On the inner ground level Warwick ran the V class on one train sharing the driving with Andrew. The V needed some attention to the axle pump but otherwise ran well. The second inner train was hauled by C3803 with Ray Lee driving. Late in the day Ray was assisted by Tony Eyre. On the outer track Henry Spencer started off with the TGR R class

Max Gay on Henry's R class is piloted by Greg Bird visiting from Orange with 3075T in the outer main station on the November running day. Photo J Lyons.



but had some problems and returned to loco. The train running was taken over by 2-6-2 "Mountaineer" with Martin Yule and Barry Tulloch sharing the driving. The second train was hauled by the Green Machine C3901 with Jim and Dominic Mulholland taking turns at the regulator. Late in the day Henry returned to the track and did some laps running light engine.

On the elevated track Jim Leishman ran three cars with the Ps4, 4-6-2, I double headed Z1915 with John Hurst 2-8-0 "Nigel Gresley" on a second three car train. Paul Taffa hauled two cars with the Hunslet. Jim had a spell in the loop early catching up with a friend.

When Jim was back on the track John and I retired to the loop for an afternoon tea break. Almost instantly the queue for the elevated station stretched to the lever frame, I think all the big party group decided that it was time to ride the elevated just at that time. When we rejoined the running the queue was dispersed very quickly. Paul ended his run early with superheater problems, very disappointing as the locomotive was only just back in service.

It was good to see Nathan and Steve Border today. As well Zac Lee spent some time learning the signal box. Unfortunately Bill was under instructions to stay home. We hope he gets better soon. None the less Mark G delivered the new point motor boxes which have been done by Bill for the carriage shed points. As well David Thomas brought along the new ultrasonic thickness tester we have purchased to assist the boiler inspectors.

Vernon reported the result of 1143 rides for the day. This was the best December day Warwick has recorded for the fourteen years of record keeping giving a total of 23,388 for the year just above the average of 22,252 rides. Certainly a most satisfactory result!

In all we enjoyed a very pleasant run, the weather was cool the passenger loading light and the rain



John Hurst and "Nigel" at the elevated station on the December Running day. Photo J Lyons.

held off, much better than could have been expected for summer time.

January 2009 Running Day Report.

In contrast to the days preceding this running day we were so lucky to have some cool weather. The showers that were forecast did not eventuate but the clouds persisted. When there was a break in the clouds and we had the full sun, the heat was there very quickly. In the week

Peter Dunn on 2904 leads Matt Lee and 3506 past the signal box on the inner main.





There was minor consternation in the clubhouse when we discovered the clock had failed. The signal box clock was substituted. Mick showed us a CNC wheel he obtained from Dinki-Di engineering for his Hunslet, while Ray Lee had a wheel set from his Victorian A2 complete on the axle with boxes. We started the afternoon with two three car trains on the elevated, I was running Z1915 ahead of David Thomas B10 as train engine on one train while John Hurst with "Nigel Gresley" ran the other. We were soon in trouble as the B10 developed injector and lubricator failures. With some shunting around I ended up with one car and the rest stowed in loco.

On the ground level inner Martin Yule ran "Mountaineer" on one train. Martin spent most of the afternoon driving and was relieved by Barry Tulloch late in the day. Warwick drove the WAGR V class all afternoon on the second train. On the outer track Matt Lee was on C3506 at the head of one train with Ray Lee and C3112 attached banker. With the light loading Ray retired the C30 class to loco then took over driving from Matt late in the day. The second train was hauled by Henry's TGR R class. The driving was shared by Henry, Max and Mark Gibbons.

We had a generally light afternoon, there were only a couple of party groups and the patrons came in gradually, even as late as 3.30pm. There was plenty of room. Late afternoon I took a break in the loop for refreshments and to check the lubricator, this component was serviced recently and is now much more efficient. Before returning to traffic I marshalled the spare cars and van from the elevated loco and did an empty car transfer around to the elevated carriage siding and then continued for a short time with the one car.

A busy scene on the January running day. John Hurst and 'Nigel Gresley' on the elevated passes the Old Girl and goods train in the siding on display. Ray Lee and 3506 is on the outer main and Barry Tulloch and Mountaineer at the inner main station. Photo: J Lyons.

before the running day Lionel had removed the form work from the last of the pathway concreting and back filled the edges, Mark Gibbons had watered the concrete to help the curing in the hot weather. Arthur Hurst again ran his ride on mower over the open areas to have the grounds in top condition for the afternoon. Before running got underway John and Arthur did some adjustment of the elevated point rodding to take up some lost movement on the points just out of the elevated station.

Martin Yule ran "Mountaineer" on one train. Martin spent most of the afternoon driving and was relieved by Barry Tulloch late in the day. Warwick drove the WAGR V class all afternoon on the second train. On the outer track Matt Lee was on C3506 at the head of one train with Ray Lee and C3112 attached banker. With the light loading Ray retired the C30 class to loco then took over driving from Matt late in the day. The second train was hauled by Henry's TGR R class. The driving was shared by Henry, Max and Mark Gibbons.

3506 hauls the "Old Girl" and goods train back to the sheds.



John Tulloch and 2904 arrived just as everyone was leaving. He took 3 elevated cars for a spin.

The 1860 rides we did was the second best for a January in 15 years and almost 80% above the January average, so its a great start to the year.

Thanks to Lee, Wendy and Chris who came and helped Di in the kiosk while Liz and Joy are on holiday.

Christmas Party Report

The day was warm and sultry in the morning. Lionel and Arthur shifted some soil to fill up along the new pathways. Arthur had been here the day before and did some mowing and Barry M and John L did some more early in the day.

We took the opportunity to go to the tip, so the last pieces of unwanted concrete were broken up with the aid of a jack hammer, and this together with some stumps and other broken concrete made about 2.5 tonnes over two trips to the tip, made by Andrew and Warwick. This has tidied up the grounds no end. Some remaining rubble will go in the red bin, over a few weeks.

Mark Gibbons brought along his 3½ inch gauge Hornby Rocket which was steamed in the elevated steaming bay. This is an old unit in as new condition. We think it is the first time it has been steamed. It ran better backwards but it did a few trips up and down quite sweetly.

Mick Murray fixed the trailer securing pin for us (we broke it earlier in the day) Thanks Mick! Mick also went around and did some weed killing. This seems to be taking affect. It has been quite difficult to keep the tracks clear of greenery because of all the rain.

Max fitted the new tender stirrups to the Old Girl that Warwick brought along and this made driving her much easier in the knowledge it was not about to fall off! Barry Tulloch had fitted the refurbished valve gear. A minor signalling problem turned out to be a defective relay (most unusual).

Ray brought along his A2 chassis and boiler. This is making good progress. It was interesting to see the complex cylinders and porting and needle rollers on the axles.

Brian M had his goods wagons and B1 and had a run with it. As the day went on, more locos arrived and by the time



Mark Gibbons demonstrates his newly acquired mint condition "Rocket"

the Christmas party was under way we had 13 engines – the best we had seen for quite some Christmases!

I ran the Z19 on the elevated with one car. Peter Lyons bought the whole family down from Lake Macquarie, the grand children had a good time. When they tired of riding behind the Z19 Peter took the regulator and had his longest run with the locomotive since it was finished. Rhianna and Gemma were off to ride a variety of trains while I kept Jason in check also having a ride. Garry Buttell ran the B1 on the elevated as did John and Arthur Hurst with "Nigel Gresley" and later the 3½" King. Mark Robinson brought along his 3½" gauge "Mountaineer" and took over my riding carriage when I took the 19 back to loco.

Also on the ground level Henry ran the R class giving Peter Spencer his annual driving experience. "The Old Girl" ran with its goods train having a variety of drivers.

Happy party goes at the SLSLS Christmas party.





Mark Robinson brought along his "Mountaineer" for a Christmas run.

The Bracks & Co from Gosford ran Z2705 & Blowfly Garrett & X200. John Tulloch coupled the J chimney to chimney with the Garrett (David Thomas suggested that it looked like a "Fairlie")

We had a great BBQ tea and many locos ran into the

John Lyons & 1915 enjoys a New Years Eve run on the ground.



night. Everyone had a great time without the threat of rain. It cooled considerably in the afternoon to make conditions extremely pleasant. It was one of the best attended and action packed Christmas parties we have had for some time.

There was only one down side. Grand son Jason was distraught that he had to go home before he could ride behind "Thomas", grand daughter Gemma was not too happy either. Mark Robinson, why did your Mountaineer have to be painted light blue?

New Year's Eve BBQ.

We had a good rollup of members, visitors and locomotives for an enjoyable late afternoon and evening. The elevated was very busy. Gary Buttel ran his B1 "Impala", he was pulling

two cars and at times they were fully loaded. John Hurst ran "Nigel Gresley" to help entertain Mark (Brian's son) and his family. Wayne Fletcher ran his 2-6-0 American style locomotive still without its proper tender. It runs very well and will look very good when all finished and painted. I ventured onto the ground level running the 19 and my goods wagons on the inner main. This was a new experience, I had made new stirrups and a higher seat for my riding truck. The stirrups were fine but the higher seat did not give me a clear view of the water gauge, reverting to the old seat solved this problem. Warwick had a few laps as well. I am happy to know that I can manage running on the ground level but I feel elevated running is much more comfortable. John Tulloch had the H class and a visitor Chris was driving the ex Reg Watters "Granville Manor" with a string of Great Western Railway rolling stock.

After the BBQ tea Barry Tulloch showed some old 8mm movie film that had been taken at the grounds by the late Ernie Sweet many years ago. How our dress standards have changed, we saw Cec Gunning with his white boiler suit covering a long sleeve business shirt with neck tie! After that it was almost time to head home or watch the 9.00pm. fireworks on the TV.

What's Doing!

Loco and Rolling Stock News

David Thomas has arranged purchase of a thickness tester for the boiler inspectors. It seems easy to use and will help take the guess work out of determining plate thicknesses. It can be used on most metals.

Garry Buttel brought along his new B1 Impala and with Barry Tulloch managed to fix some more problems before raising steam. The boiler inspector David T was on hand to see the safety valves lift! Most of the teething problems have been sorted out, but there are still some to

Garden Roster

March. W.Allison, N.Amy, S.Collier, G.Buttel, B.Millner, M.Murray, S.Murray, P.Ryan.
April. B.Courtenay, G.Croudace, S.Larkin, N.Lyons, L.Pascoe, S.Sorensen, D.Thomas, D.Lee.
May. J.Hurst, J.Leishman, J.Lyons, B.Rawlinson, M.Tyson, M.Yule, D.Mulholland, J.Mulholland, A. Hurst.
June. B.Hurst, T.Eyre, M.Lee, R.Lee, R.Smithers, P.Taffa, B.Tulloch, J.Tulloch.

Gate Roster

March. Stuart Larkin, April. David Lee, May. Ray Lee. June. Matt Lee

go, plus manufacture and installation of some missing bits. She certainly looks very nice indeed!

Members News

Peter Ryan has applied for membership of the Society. Welcome and we hope your association is long and enjoyable. Peter has been seen regularly as guard on the Mulholland trains!

New Rules

As a follow on from the new rules we have a new application for membership form and also a new sheet of Information for Prospective Members. The latter is on the clubs website. These replace our original sheets which are on foolscap paper! Also our notice for nominations for the AGM is elsewhere in this newsletter. The new rules has a requirement for notice and as this is the last newsletter before the stipulated time, here it is. If you wish to nominate for a position please ask for a nomination form (or obtain one from the club house).

The Old Girl & other things...

All the Neil Campbell book collection has now been safely placed into the library, and a bookcase donated by David Thomas has also been put to good purpose. The clubhouse is now much improved as a result. We seem to also have imported some South Australian silverfish, so the library has been well dosed with Naphthalene flakes, which seem to be doing a good job. (Yes the place smells of it!) We have also disposed of some surplus paper and the place is looking a lot tidier!

Mark and Barry planted the signals that were donated from Neil Campbell. The broken base on the bracket signal has now been repaired. It was difficult to select sites that were far enough away from both the track and the public, but eventually two sites were selected on the inner main. Barry and Mark dug some holes, mixed some cement and planted some 25mm rhs for the signals to slip into. These should be additional attractions on running day and add some flavour to the operations. John Lyons has kindly volunteered to complete the partially com-

pleted goods wagons with axles supplied by Barry Tulloch. At this point in time the axleboxes are almost complete but work is suspended due to unacceptable summer heat levels in the Lyons workshop.

Barry also dismantled some of the Old Girl's valve gear parts to permit them to be rebushed. These were reassembled only a week later by Barry and Ray. Work was also done on the horns and axleboxes and it certainly seems a much tighter machine now! A new screw reverser is being fitted to correct the fact both sides were at substantially different cut offs! The screw is being produced under instructions from Bill Richards.

A suspended shelf was installed in the shed to house some of the Old Girls goods wagon's boxes. It hasn't fit all of them, but it has taken most of them! The club house is a lot less cluttered as a result.

Andrew Allison has agreed to show members the steaming up, operation and putting away routine. Operation of the Old Girl is on approval from the Directors, and only by those who have been shown the ropes. Contact Andrew for a session.

Annual AALS Convention

Don't forget that the Convention this year is at Castledare this Easter. You need to register if you wish to go!

Details are on their website, or on the notice board in the clubhouse: <http://www.castledare.com.au/>

The recommendations we submitted last year as part of the consultative process have this year been put forward for adoption.

Works Reports

Concrete Paths

Since the last newsletter the concrete paths project has been completed. In two pours, we connected the clubhouse to the BBQ and then on to the footbridge. Spoil dug out for the forming was used to ramp up the sides and the clubhouse apron effectively eliminating a lot of steps and trip hazards. No doubt this will consolidate and we will probably be spreading excavation material over here for some time. A good roll up of members attended

Editorial.

At the February members meeting it was mentioned that the Society is looking at taking steps to secure our future fuel supply, we have no guarantee as to how long "char" will still be produced. This is a very sound idea as it would give us a "buffer" period if the production of char ceased.

We should also consider ways of encouraging an increase in membership. We could do with a few more active members to join in on our running days and to take part in the work involved with the maintenance of the grounds and the development of our facilities.

John Lyons



**Gary Buttel loads up "Impala" late on New Years Eve.
This shows the good illumination of our loading facilities.**

for both pours which was much appreciated, and made the job easy. One of the pours was a bit shy owing to the supplier not having their suitable truck to hand, but we mixed some ourselves to fill the gap. Lionel was in his element doing the excavation, and forming up and making sure the mix is laid and screeded well. Thanks also to Arthur, who gets here early and with Lionel – what a team! Lionel wished to thank all the members who have worked on these concrete jobs. Starting with the crossing over the ground level tracks at the station we had completed one lot of concrete per month since January 2008, the early ones we mixed ourselves (4) the rest came by truck.

After one pour's morning tea we were treated with muffins specially made for the workers by Simon. Thanks Simon!

The aluminium seat (moved as it was in the way of the path) was also re-concreted in nearer the BBQ.

Ground Improvements

David's work in the garden is paying dividends and the

Diary

21-23 February	Lake Macquarie Birthday Weekend.
26 Feb-1 March	Penwood Railway Invitation run.
3 March	Directors Meeting
21 March	Public Running Day
7 April	Members Meeting
9-12 April	AALS Convention, Castledare WA
18 April	Public Running Day
2 May	President's Breakfast. Redkite kids day.
5 May	Directors Meeting
16 May	Public Running Day & next Newsletter!

grounds are looking very nice with the blossoms. The shade of the trees is very welcome on those hot sunny days.

Arthur has been up several times midweek with his ride on lawn mower. This has reduced the effort on gardening days. Thanks Arthur.

Henry and Mark and Brian did a good job fixing our telephone line when it went bung one morning. It turned out the cable was pinched under the sheds new roofing. A new cable was run in and we are now connected again!

Ground Level Railway

Barry and Martin have welded up the level crossing gate posts and

the gates themselves are well underway. Mark Gibbons has soldered up a loose joint in the signal box (this makes a few now), and some defective red lights in some signals have been repaired. The ants certainly like the insides of our signals! A defective relay was also replaced on New Years Eve (it was probably only 50 years old-you would think they would last!)

Mick repaired a couple of bogies and replaced the diaphragms (the brakes certainly are working well these days-thanks Mick!) and later tried some weed spraying, a job that has been attempted several times recently, but circumvented by wet weather (to the weeds advantage). He won eventually and it is now possible to see the right of way!

The new carriage shed now has had road numbers installed.

In the last couple of weeks a good number of outer main track panels have been lifted. Extra road base has been used to lift the formation, new sleepers fitted and after the track panels were replaced fresh ballasting was applied. This will make a great improvement to the running conditions.

Elevated Railway

Henry, Brian and Warwick lifted and levelled the elevated track beams through the elevated station. While not a perfect job, it is much better than it was. It is clear the large tree near the platform has lifted most of the concrete. The grouting between the platform and the drain top has broken and gaps had appeared. When we had a surplus of concrete from the last of the path sections we took the opportunity to dig it out and relay over the gap. This has improved things markedly, although the

thoughts are that it should all be broken up, the track levelled and a whole new platform poured.

A char bin has been relocated into the elevated loco depot. This should be more convenient for everyone in its new position. Previously the wheel barrows could not reach it to fill it!

In the last few weeks we have relocated the pivot for the carriage siding swing points. The roots of the large tree growing beside the track on the other side of the fence had been exerting pressure for some time displacing the alignment of the track. The same tree roots caused us a problem when we put in the log retaining wall. Lionel, Arthur, Brian M, John L and Paul worked at digging out on both sides of the pivot footing and taking out the offending roots. When all was clear the concrete block was levered back into line. On the last Saturday in January we packed the soil back in and with Mick M helping the track alignment was corrected. The track expansion joint on the southern side of the points was also freed up so that it should now actually expand and contract as it is meant to do. This should mean we will not have the points sticking in the hot weather. By the time you are reading this newsletter the beams should have been grouted to the post and we have a much improved track to run on.

From the Magazines.

As some members are aware Jim Leishman gets a collection of magazine returns from his local newsagent. Most are related to railway matters, model and full size, or to heritage matters. There are many interesting topics covered so I thought I could share some with you.

Remote control Railways.

We have seen remote control of HO and Gauge 1 for some time now, even the live steam "garden railway" locomotives are so controlled. The August 2008 Railway Digest writes that Rio Tinto wishes to take this concept to a new level on their Pilbara region iron ore railway. Trials have been held with remote operated ore trains. Rio Tinto will spend \$US317 million to automate their ore train operations. They envisage that within five years driverless trains will be running



Members preparing for the November concrete pour, with Lionel providing supervision.

The new signal box diagram is in place and Henry, Andrew and Barry are rearranging some wiring for the new carriage shed signals.





Mick waged war on weeds, and despite rains upsetting his work, eventually he won.

over most of their 1300km Pilbara network. They intend to increase production of ore to 320 million tonnes per annum by 2012. Rio Tinto are looking at a network upgrade involving extensive re-railing, forty new locomotives and 2400 new ore wagons over 18 months. A typical Rio Tinto ore train weighs around 30,000 tonnes, is 2.4km. long with an average speed of 75km/h. On aver-

age 320 trips are made each week, a round trip taking 33 hours with one train movement along the line every 25 minutes. Since this article was prepared and published much has happened on the world stage resulting in a rapid down turn in industry and the need for raw materials. Time will see if and when any of these plans actually come to be implemented and how far the turn down will go before industry picks up again.

Model Railways.

July 2008 Railway Modeller carries the news that Hornby has bought Corgie, a company renowned for its die cast cars and trucks. The Hornby brand now includes Lima, Jouef, Rivarossi, Scalextric, Airfix and Humbrol. The strange twist is that Hornby now owns its long time rival the Bassette-Lowke O gauge model railway brand as this was part of the Corgie brand.

This magazine, along with Model Rail, show the incredible efforts some modelers go to with the quality of their layouts. The quality of their work in landscaping and the attention to detail makes it difficult to pick the model from real life especially when the model scene is based on an actual location. The use of digital photography to record their work is also an art in its own right.

On being friends of “Thomas the Tank Engine” Railway Digest August 2008.

Most of us would be aware of the history of Thomas. In 1942 an Anglican Minister, Reverend Wilbert Awdry started writing bed time stories for a sick child. The stories were eventually illustrated and published and became very popular. In the 1980’s the rights were sold to Ms. Britt Alcroft. The TV series was produced and new generations of children were introduced to Thomas, his friends and the “Fat Controller”. Ex Beatle Ringo Starr was the first narrator. The company was renamed Gul-

The last of the path excavations is under way early this year.



lane Entertainment and in 2002 was sold to HIT Entertainment a large USA conglomerate of children’s amusement brands.

In recent times HIT Entertainment have changed the licensing requirements for the “brand” to be used. Heritage railways here and in the UK have long made use of the “brand” to promote their activities.

“Fat Controllers” have to audition and undergo training and a new approach is needed “so that” any children attending any “Thomas” event must have an “immersive” experience at them. What happened to kids “just having a good time”. (Light Railways Oct. ’08). Maybe we will just have to be acquaintances of “Thomas” rather than “Friends”. The Rev. W. Audrey would be turning in his grave.

In the Days of the “Old Girl”.

Warwick Allison

Trying to piece together a history of the “Old Girl” is not altogether easy. In some ways it is connected to the history of 5 inch gauge itself. With the research to date the following is what can be gleaned. If anyone has any further information we would certainly be pleased to hear about it!

As far as the “Old Girl” herself, we do know it was owned by a Mr. S Rutherford of Castle Hill who used it for a commercial operation. That it was a fairly unique machine is made apparent by its front page photograph in the “Model Engineer in Australia and New Zealand” for January 1938. It is not known if it was built by Rutherford or some one else, but it seems it was a doubled up LBSC “2½ inch gauge “Fayette” which was originally described in the English “Model Engineer” in 1928. It was a handsome locomotive and very popular. It had Baker gear due to LBSCs fascination at the time with United States motive power. “Old Girl” however seems a little different. The boiler is pitched higher and the cab is higher making it a very large loco for the scale. Note the

‘1937’ lettering on the tender, probably the build date. It is not known how and when Neil came to acquire her. The boiler was a steel boiler, pressed to 120 psi. It had ¾ inch tubes, and (so we are told) by looking down the chimney you could see the fire coming through them! The tender is also steel.

Originally it had Baker gear. In the early 60s it was replaced with Southern valve gear. It seems the slide valves were a difficult job to push and pull, and took their toll on the gear. The Southern was installed by Ted Herbert, and was beefed up for the task. After the advent of the AMBSC code in 1968, the engine continued to run with the boiler then being certified by consultation with a professional boiler inspector. At this time, the steel code did not exist.

The boiler presented few opportunities for a thorough inspection due to no proper inspection holes and thus in the late 1970s, the boiler was eventually condemned. It was dissected and while the barrel was seen to be pristine, the firebox legs were caked with mud and accounted

Neil Campbell & the “Old Girl” at SASMEE on the occasion of the 1963 convention. Photo courtesy of John Elsol, QSMEE.



THE MODEL ENGINEER

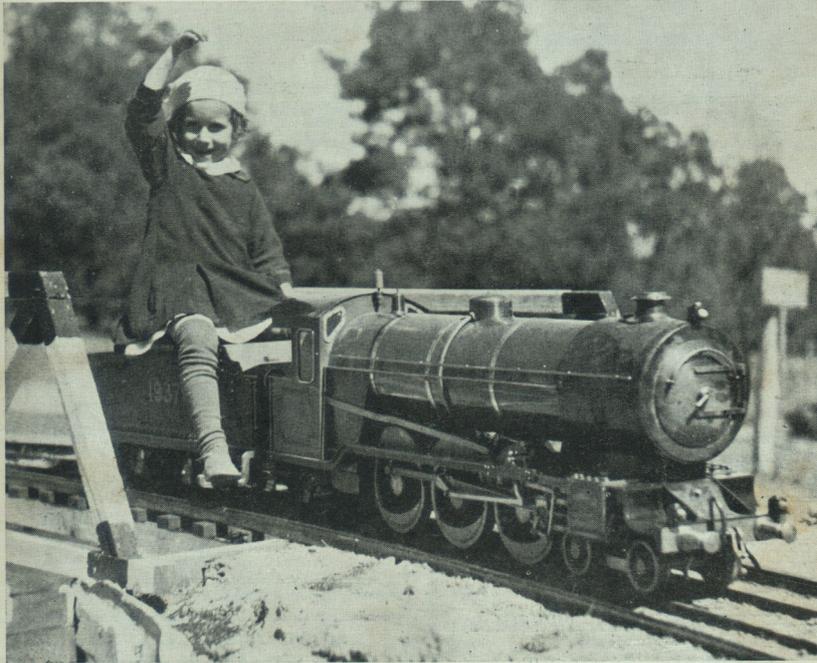
IN AUSTRALIA AND NEW ZEALAND

Published Monthly

Price 6d.

JANUARY 17, 1938

Registered at the G.P.O., Sydney, for transmission by post as a periodical.



Mr. S. Rutherford's 5in. gauge locomotive, at Castle Hill, N.S.W.

CHAPMAN "PUP" ENGINE

DEPENDABLE — CONSISTENT — ECONOMICAL

The "Old Girl" (with Baker gear) on the cover of the Model Engineer in Australia and New Zealand, January 1938. Reproduced by kind permission of Bill Chalmers.

for the poor steaming. Having a 40 year life on this boiler is evidence of the care that Neil Campbell gave it. Neil commissioned Barry Glover to manufacture a new copper boiler. This was almost complete when it was destroyed as a result of damage during a break in at the workshop, so Warrick Sandberg constructed a new boiler for it in 1982. Warrick also fitted new cylinders with bigger bores (still slide valves), as it was known to be a poor puller when the pressure dropped below 100psi. As the AMBSC code was capped at 100psi, this seemed a wise step. The new boiler is 7½ inch diameter and 25½ inches long. It contains 31 5/8 inch tubes and 4 5/8 inch water tubes in the firebox, so is quite large for a Pacific type loco.

to be quite a strange figure. Of interest is that 7¼ inch gauge has the same offset being 7 1/16inch gauge at a scale of 1.5 inches to the foot.

Greenly's book "Model Railways" of 1924 (in the copy reprinted 1929) on page 4 mentions 4 13/16" gauge, stating "Successful passenger-carrying engines have been built in this size, (the gauge being widened to 5)". On page 6, Table II - "Scale, 1", mentions the gauge as 4 13/16 (or 5)". A 1" scale loco is pictured on page 11, gauge not stated.

Strangely Greenly's "Model Steam locomotives" of 1922 (1932 reprint) only gives 4-13/16" gauge for 1" scale.

In Bassette-Lowke's little book "Model Railway Hand-

With a steam test the loco was back in service in February 1982, and it is this form that it is now in.

As far as can be ascertained, it is the second oldest 5 inch gauge loco known to exist in Australia. The older one is Peter Olds' Queensland B18 1/4 locomotive that was built during 1933-1934. That loco featured also in the "Model Engineer in Australia and New Zealand" for May 1936 and Peter Olds states there that it was built to a scale of 1 7/16 inch to the foot so that it would be suitable for 5 inch gauge.

The first published design for 5 inch gauge (As Far As I Know) is LBSC's "Eva May", a chunky 0-6-0 tank or tender loco that was published in English Mechanics in 1933. LBSC mentions 4 ¾ inch gauge but proceeds to give details of a 5 inch gauge loco. He only mentions the scale in terms of casting supplies where he calls it "inch scale" and the inverted commas are his!

Prior to that in 1924 Greenly's "Model Steam Locomotives" listed 1 inch scale as being 4 13/16 inch gauge, a peculiar figure as the true gauge at 1 inch scale was closer to 4.70 inches or 4 ¾ inches. I can find no reference as to why he has added the extra to the gauge, especially when it turns out

book” (I have the 8th edition which has pictures in it of the 1924 exhibition, so it must be 1925 or a little later), the 4 13/16 inch gauge figure is repeated. However Basset-Lowke goes into detail about why gauges larger than 2½ inch are not a good idea. In those days live passenger hauling was not done. LBSC was only just taking them all to task by showing what could be done with small coal fired locomotives. 2½ inch was great for scenic railways hauling scale rolling stock. Locomotives of larger scales such as 5/8 inch (¾ inch gauge) or ¾ inch (3½ inch gauge) were far too powerful to be controllable for scale rolling stock plus still not feasible for hauling a driver, “due to acrobatic feats of balancing!” thus the next gauge given much credence was 7¼ inch. It is noted that the main



Another photo from John Elsol showing Neil and the “Old Girl” at the SASMEE convention.

use of ¾ and 1 inch scale is for finely detailed museum style models! The Basset-Lowke catalogue "Scale Models", reprinted 1928, does not list any 1" scale locos or drawings in any gauge. The 1924 catalogue lists drawings for a NBR "Atlantic", 1" scale, 4-13/16" gauge. 4-3/4' gauge is also mentioned but no mention of 5".

Some people couldn't have listened because the “History of the Sussex Miniature Locomotive Society” tells about one of their past club locomotives “Etna”. This engine, a large 4-8-2 tender locomotive was designed by J.N Maskelyne in 1925 for the garden railway of Sir Aubrey Brocklebank. Built by Frank Baldwin in 1926, it is 5 inch gauge and designed to the “American” loading gauge being 7'2” long but suitable for operation on 32ft radius curves.

J. C. Crebbin built in 1931 a 5in gauge 4-6-0 express tender locomotive "James Milne". J.C. Crebbin was a well known contributor to the Model Engineer in the 1920s and 30s. He was President of the Society of Model and Experimental Engineers in 1934. Crebbin's locomotives were noted for their balanced design and excellent running. Also in 1931 Greenly describes some details of a 5 inch gauge tank locomotive being constructed by the RAF apprentices at Halton. No scale is given.

Greenly's book was revised by Earnest Steel in (I think) the late 1940s. By this time, 5 inch gauge was included in the table of scales, and while 4 13/16 inch is still there in the main table, it is missing from later ones that describe a specific item. However it was not just once that

5 inch was listed, it was there twice as 1 1/16 and also as 1 1/10 scale. Also of interest is that the scale for 2½ inch gauge has had the ½ inch dropped in favour of 17/32”. Fancy building to that scale pre calculators!! 3½ inch gauge though had settled into ¾ inch scale in lieu of 11/16”, (¾ inch was earlier recommended for 3 17/32 gauge) although he still listed 3¼” gauge at 11/16” scale.

Fullers book “The Basset-Lowke Story” first published 1984 shows some of Basset-Lowke's products. These include a Nigerian Railways 2-8-2 in 5 inch gauge in 1925. The scale is not mentioned but the prototype gauge is 3'6”, so like Peter Olds' model the scale would probably be 1 7/16 inch. In 1930 they made a 5 inch gauge model of a United Dairies GWR tank wagon. This appears to be a very fine model and I doubt it was destined for use on a miniature railway! Unfortunately the scale is not mentioned.

In the October 1938 issue of “Model Engineer in Australia

Diary

21 February	Public Running Day & Next Newsletter!
21-23 February	Lake Macquarie Birthday Weekend.
26 Feb-1 March	Penwood Railway Invitation run.
3 March	Directors Meeting
21 March	Public Running Day
7 April	Members Meeting
9-12 April	AALS Convention, Castledare WA
18 April	Public Running Day
2 May	President's Breakfast and RedKite Kids Day
5 May	Directors Meeting
16 May	Public Running Day & next Newsletter!

Miniature Steam Locomotive Display

The Sydney Live Steam Locomotive Society

has pleasure in presenting

A DISPLAY OF Miniature Steam Locomotives

At their Grounds

Darvall Park, Park Avenue, West Ryde

SATURDAY, 21st APRIL, 1956

From
2-15 to 5-30
and
7-15 to 10 p.m.



Refreshments
will be
available
on the Grounds

Come along and enjoy a ride behind the Miniature Locomotives
LONGEST TRACK IN THE SOUTHERN HEMISPHERE

There will be New Locomotives on the track for the First Time

Admission: Adults 2/-, Children 6d.

C. S. MACKELLAR, Hon. Sec.

(For Directions to Grounds see over

PARK VIEW PRINTERY.

An old Society advertisement kindly supplied by Paul Gray (LMLSLS).
Note the claim for the "Longest Track in the Southern Hemisphere"!
How times change!

lia and New Zealand" there is an article swap from the UK ME written by Percival Marshall where it describes the Jew's Free Boys School East London 5 inch ground level railway. This had an 0-4-0 Tank Loco and was laid at ground level. As well in the January 1939 Model Engineer there is an article by Maskelyne describing a GWR 0-6-0 goods engine. The original model was again made by Frank Baldwin for the owner a Mr A J Maxwell.

So it is clear that by the early 1930s somehow 5 inch gauge had germinated and grown into the beginning of a standard gauge which people would desire to build to. Having a 'neat' scale conversion certainly didn't seem to be the reason, but perhaps a nice round track gauge figure was. Perhaps being twice 2½ inch gauge made the building of published designs much easier. Certainly the errors at 2½ inch gauge and ½ inch scale would be relatively no worse at double that!

That is the extent of current research. Much is left uncertain, as to how 5 inch gauge morphed into 1 1/16 inch scale (a quite close scale), however we do know about the Australian variant of 1 1/8 inch scale first promulgated in SLSLS by Bill Richards and now accepted as the most useful scale for 5 inch gauge (in Australia anyway). Certainly Greenley's large locomotives all seemed to be

built to narrow gauge proportions (much more so than the difference between 1 1/16 and 1 1/8 would suggest) so we are in good company.

My theory is that scale was a generalist dimension designed to give some idea of the relationship between the model and the prototype. Very few people built to true scale, and the difficulties of conversion in days before calculators would put most people off. Each locomotive (for whatever gauge) was engineered for the gauge. It was the skill of the designer as to whether scale like proportions were retained. In recent times we seem to be more reliant on scale. Certainly CAD programs make it easy to have whatever you want in as precise dimensions as you would want.

Hence today we tend to engineer a scaled locomotive for a specific gauge, with the variations to proportions conveniently hidden away behind running gear and the like.

Certainly I think this is easier to do when the variations tend to a narrow gauge than when they tend to wider gauge as does most 2 ½ inch (1/2 inch scale) and 7 ¼ inch gauge (1½ inch scale) models. These would tend to be fat or else the cylinders would end up under scale size. Cec Mackellar, when describing his 2½ inch gauge "P" class in the Model Engineer in Australia and New Zealand for 1937, apologized for not specifying a scale! Perhaps he knew how to make it look right!

Thanks to Barry Tulloch and Bill Chalmers for their contributions to this research. (Bill's father, A Mar Chalmers was the editor of the "Model Engineer in Australia and New Zealand".)

From the SLSLS Library Locomotive Adventure by Harold Holcroft.

There are 2 volumes of this (although the first is not marked as such). The first book is the story of Holcroft's adventures in the world of locomotives. He started in the GWR workshops as a premium apprentice in 1898. In those days they worked their hours in 3 shifts a day, 6am to 9.15am, 10am to 1pm, and 2pm to 5.30pm. 11½ hours at work for 9¾ hours pay! As an apprentice he then went home only to have to attend tech at 7.30pm through to 9.30pm. No buses or cars, all travel was on foot between home work and tech in all English weather and seasons!

He worked his way into the drawing office experiencing Churchward's ways and eventually joined the South East and Chatham before it was all merged in 1924 into the Southern, under Maunsell. He gives lots of technical details of the locomotives. What is perhaps not well known is the way the permanent way and bridge loadings restricted the size of locomotives that could be employed. What emerged was a set of fine English engines, built to a size but with speed, acceleration and the latest tech-



Left: Members fixing poor formation and installing new sleepers under 19 points in November.

nologies. They experimented with all manners of exhausts, lubricators, oil firing, wheel diameters and crank settings. Holcroft himself would have been one of the forefront experts in locomotive valve gears, and he had a hand in the 3 and 4 cylinder designs that developed. While his 3 cylinder conjugated gear was used on several classes, internal factions prevented his 4 cylinder conjugation being applied to any loco with cranks at 135 degrees, as he would have liked. In the end, it was used by LBSC on "Tugboat Annie"!

The second volume is less appealing, giving intricate details of the many footplate runs he made. While essential as a record, it is heavy going but it is easily skipped over. Nevertheless, there are some gems in this book! He tells of the railway history of 1825, Stephenson, and his personal experiences as an on looker at the 1925 centenary celebrations. Now here was an event that all the railways contributed to in a big way. Everything from the very old (in steam!) to the very modern, both locos and complete trains, including goods trains, cavalcading past line sides full of onlookers, in a way that would never ever be repeated on such a scale. Our authorities just don't seem to have the passion these days. He also gives his experiences in charge of a loco depot during the general strike of 1926 when retired railway workers came out to lend a hand to keep things moving. Another gem is a description of how the air flow through an ashpan, grate, boiler tubes and smokebox is influenced by the various factors of design, and the intricacies of piston valve design and lead.

Holcroft himself was an enthusiast from day one. His employers obviously knew he had enormous potential, but when he patented an improved brake valve and then tried to get the GWR interested in it, one could see how this upstart could get up the nose of the administration. He patented several ideas, but only the conjugated 3 cylinder valve gear got anywhere, and that principally on another railway! Even here Gresley found a way around the patents and it is not clear that Holcroft ever received anything for his work apart from the general recognition that his technical papers produced. He clearly settled down in later years, and even though the Southern upped his salary to avoid him being poached by Gresley he never achieved a position of Head Design Engineer or Chief, always being a 'Technical Assistant'. One wonders what events would have transpired had he accepted Gresley's offer and moved to the London and North Eastern.

Recommended reading. The print is a good size and they are easy to read. Don't forget to return it when you have finished!

Election of our Board – Request for nominations

As in the past, all current members of the board retire at the Annual General Meeting held in June each year. Under our new model rules, the procedure for nominating members for election to the board has changed.

Nominations need to be in writing, and provided well in advance so that all members can be advised of who is standing for election to the board.

Nomination forms are available in the clubhouse, and will be provided to all members for whom we have an email address. In addition, a copy can be provided by mail on request to any Board member. The nomination form gives an overview of the roles and responsibilities of each position. Each nomination must be signed by two members, and the person being nominated. The completed form **must** be provided to Henry Spencer by **Sunday 3rd May**.

If you wish to stand, or intend to nominate another member to stand, you must follow this process. At the meeting itself, nominations from the floor will **not** be accepted, unless there are insufficient formal nominations. A vote will only be taken where there are more nominations than required for a position. There are a total of seven board positions: President, Vice President, Secretary, Treasurer, and three Directors.

Details of all nominees will be provided to all members with the formal Notice of Annual General Meeting, sent a few weeks before the meeting itself. Should there be multiple nominations for a position, a Proxy Form will also be included, enabling you to vote for your Board even if you can not physically attend the meeting.

Of the current board, the following have or intend to nominate for next year:

- | | | | |
|-------------------|----------------|-----------------|----------|
| ● Warwick Allison | President | ● Jim Leishman | Director |
| ● Mick Murray | Vice President | ● David Thomas | Director |
| ● Henry Spencer | Secretary | ● Barry Tulloch | Director |
| ● John Hurst | Treasurer | | |



Above: SLSLS members relaxing with a DVD during morning tea after the January concrete pour was completed. Below: Ray Lee & 3803 with a light load on the inner main toward the end of the December running day. Guard Nathan is a real time guard!



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

Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shops. 33° 48' 15.99" S; 151° 05' 12.78" E
Telephone: (02) 9874 8696. **Postal Address:** The Secretary, PO Box 124, 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 \$2 adults, \$1 children. Rides are \$1 each.
 To ride on the trains, enclosed footwear must be worn.