

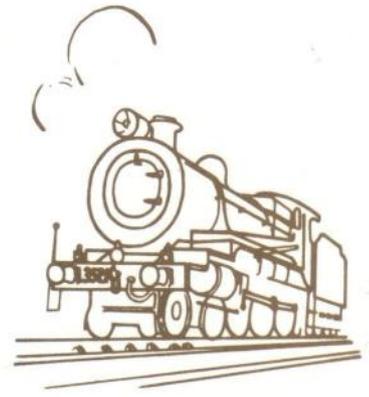
Sydney Live Steam Locomotive Society

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

'Newsletter'

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Andrew has a flying run with Mona on the New Years Eve afternoon. Yes those rods are a blur! These 3½ inch gauge locos can be lots of fun!

November Running Day

This was our Redkite Charity Day and fortunately the rain on Friday had cleared to give us a good day. With a cloudy start we had sunshine and a reasonable breeze by the time our first visitors were through the gate. The setting up in the morning was attended to by Barry M, Arthur H, Vic and Mark. There is always plenty to do with our setting up, there are lots of padlocks to be undone and all the signage to go out. The track needs to be cleared and someone always needs to check the clearance of any vegetation on the outside of the elevated track as well as the garden near the gate keeper's position at the bottom of the grade on the inner main. Warwick attended to replacing a capacitor on 6 points electronics subsequent to last week's repairs. These points went well all day, so we must have done something right! Andrew attended to a successful boiler test on Wayne Fletcher's C34 class boiler so we may see the locomotive in steam for our next Small Gauge Day or even sooner. At morning tea Arthur puzzled everyone with something he had

purchased at his local markets and was unable to identify; even a Google search on the patent number was used. Simon showed us the Gauge 1 locomotive that he is assembling.

Martin was gate keeper for the afternoon and was assisted by two Redkite helpers. Their banner was attached to the entrance foot bridge and they had a smaller sign near the gate keeper's table.

We had four locomotives running on the elevated track. John and Arthur coupled up 2-8-0 "Nigel Gresley" and the heritage Mikado 2-8-2 respectively to seven cars and ran well loaded trains all the afternoon. David T steamed the 2-6-0 B10 and took one car, running very well all afternoon and was the last train off. I ran Z1915 with one car having a very good run till finishing up at a bit after 4.00pm.

Ray Lee's C3506, fresh from an overhaul and re-paint, was in steam early with Matt at the regulator. Well before starting time Matt had to return the locomotive to loco in order to replace a failed gauge glass. This done the loco was ready for work once more. Matt coupled up



Zac Lee oils up Mountaineer before November running starts.

to a set of cars and ran one of the trains on the outer main. The C35 was train engine and was assisted by John T with the 2-8-0 J class in the lead. John had arrived with the J in steam reviving a very old Tulloch tradition that goes way back to the days of running steam trains at Roselands Shopping Centre many, many years ago! The second train on the outer had a varied mixture of motive power. The run started with Max driving

locomotive ran in an effortless manner all afternoon. The second train was Warwick's WAGR V class 2-8-2. Warwick was at the regulator to start the day, Andrew had a drive mid afternoon, and Warwick finished the run till the end of the day. Since the last running day Warwick had worked on a leaking clack valve and for this run all was well, the loco performed excellently all afternoon.

V1224 waits for the road while tickets are checked by Dave Archibald & Nick on the November day.



Ray Lee had his VR A2 class 4-6-0 fresh from out of course repairs. Initial steaming difficulties was traced to the grate not sitting correctly and so the fire was dropped and the necessary adjustments made. On firing again a problem developed with one of the safety valves so Ray packed up early.

The signal box crew were Barry M, Mark and David Lee. Mick Murray was Track Superintendent and kept things running smoothly all afternoon. During the afternoon the following members assisted as guards or station attendants: Warwick, Andrew, John T, Tony, Graeme, Ian, Neal, Travis, Nick, Wayne, Bernie, Jim and Dom Mulholland, Lionel and Max.

The kiosk was run by Liz, Diane, Kim, Lee and Joy. They had a steady trade all

afternoon as the crowd was not too bad for the time of year. Emily was on hand for First Aid but did not have anyone to attend to. We had a total of 2393 rides which was about 300 above the average for a November Running Day. Before running started Warwick showed some visitors from Gippsland around our grounds.

All considered we had a very good run on a rather pleasant day, we were fortunate.

December Running Day.

The weather forecast was for a cloudy day and not too high a temperature. We were very lucky that that was how it turned out, it was however a bit humid and there were a few spots of rain but that was all. December running days were often very easy but over the last few years we have had the West Ryde Neighbourhood Childcare Centre hold their Christmas Party at our grounds. This gave us a great start with pre sold tickets and entry fees paid up front. The Centre set up their position well before lunch adjacent to the elevated departure station guaranteeing a good supply of passengers on the elevated track. Setting up of the grounds in the morning was looked after by John and Arthur, Barry M and Vic. When I arrived I did my usual circumnavigation of the elevated track trimming any close foliage to remove the temptation for tiny hands to reach out and grab anything. Mark was at work early oiling and checking the point mechanisms so that they worked reliably all afternoon.

Something different at the start of the day was the finding of a baby galah, it was placed in a box and looked after by Diane, Ray and Nick. The chick was later collected by Sydney Wildlife who had been contacted to look after it. With the big group right at the elevated station we were lucky to have sufficient locomotives to run a good elevated service. Our big train this month consisted of six cars and van with 2-8-0 "Nigel Gresley" as pilot and the Heritage 2-8-2 Mikado as train engine. John and Arthur were as usual



On the elevated John & Arthur Hurst with Nigel Gresley and the heritage 2-8-2 are paced by Ross Bishop and Toneya on the inner main.

driving. Late in the afternoon they formed the Santa Special with all the Centre helpers and Santa, with bell, making a circuit of the track. It did look rather spectacular with Santa in his traditional outfit and the workers in their black pants and pink tee shirts. Garry ran his B1 "Impala" 4-6-0 on a three car train all afternoon and was

John Lyons and 1915 are ahead of David Thomas and the B10 in the elevated station on the November day.





Three trains passing! Max and the R double heading Ray and the A2 on the outer main pass Martin Yule and Mountaineer on the inner main while V1224 takes on passengers in December 2012.

the last locomotive off the track. There were two single car trains with David and 2-6-0 B10 being one and my own Z1915 0-6-0 as the second one. The B10 ran well for David and I found the Z19 was labouring a bit at times. Ray L heard it having trouble at the top of the grade coming into the arrival station and suggested it had a lot of steam blowing past the pistons and now the loco is in shops for it's almost ten years inspection and tone up.

On the ground level inner main Warwick ran one train with WAGR V1224. Graham Tindale acted as guard for the bulk of the afternoon and was replaced by David Lee late in the day. The second inner train was hauled by Alco 2-6-2 "Mountaineer" with Barry Tulloch driving. Barry was assisted by Martin and Peter D during the af-

Ross and 5148 leads Greg Croudace and the Ps4 for December.



ternoon.

On the outer main we had a couple of different combinations of motive power. Greg was out first with the Leishman built Ps4 on one train and was then joined by Ross Bishop and his standard goods 2-8-0 D5148. Ross ran for most of the afternoon and when he uncoupled John T came on with the J class 2-8-0 and saw out the rest of the afternoon. The second outer train had the TGR R class 4-6-2 as train engine with Max and Lionel sharing the driving. At the start of the run Ray L coupled up the VR A2 class 4-6-0 in front of the R class and assisted till mid afternoon. When Ray took the A2 off the R class continued on its own. The 4-6-2 is running very well now and has managed some very good loads on its own.

The kiosk was looked after by Elizabeth, Margo and Diane. We enjoyed a nice batch of scones

courtesy of Mrs.Taffa, thank you, these are always enjoyed. During the afternoon Diane put on her Santa hat and went round handing out some sweets for our visitors sharing the Christmas spirit. Emily had a number of first aid matters to look after but they were not from railway operations. Peter W was on the gate and Brian H attended to the ticket sales. As well as our big childcare Christmas party group there were a couple of other party gatherings. Our total of 2103 rides was our best ever for a December running day, about double the December average. During the afternoon Ian T, Graham T, Lionel, Barry T, Neal, Wayne, Nick, Brian K, Paul T, Martin and Paul Brotchie acted as guard or station attendant. The signal box was looked after by Barry M, Mark, Steve and Mick. Mick as well attended to trackside matters. I had

the pleasure of showing one of my former students from Rooty Hill HS, Greg Blackwell HSC 1973, around the grounds. Greg had an interest in railways all that time ago and over the years has written many articles for the ARHS Digest, Bulletin and Australian Railway History publications covering some interesting aspects of NSW railway operations.

January Running Day.

I think we were all very relieved that the running day dawned with a blustery southerly and cloud cover. The Friday before saw extreme heat and high temperature records re-set for the

Sydney region and the whole of NSW. A very strong southerly change had come through early Friday evening sending the temperatures down. Some extra setting up work was a legacy of the wind as a branch off a wattle tree on the bank opposite the BBQ had split from the main trunk of the tree interfering with the elevated track and the GL carriage sidings. Straight after morning tea we attacked the problem with Neal and myself cutting the branches while Warwick got the mulcher and with Barry M, Arthur, and I think, Vic all was cleaned up in no time. The heavy branches ended up in the boot of my wagon and are now cut up and drying out in my winter wood pile. Other members involved in setting up the grounds were Graeme K, Simon, Jim L, Vic and Arthur. Simon was very disappointed to see what the heat had done to the roses in the ticket office garden, they should have looked really special for the day.

Mark had worked on some of the point motors early in the week and these all worked well during the afternoon. January running day is generally on the slow side but we had a number of party groups a couple of which set up before lunch. Warwick was on the gate and after the initial bridge length of visitors were in the gate, there was a steady stream for the rest of the afternoon.

With Warwick on the gate one of our regular locomotives were out of action so for much of the afternoon there were only three trains running on the ground level. For most of the afternoon the sole train on the outer main was run by Barry T with 2-6-2 "Mountaineer". Barry was assisted in running this train by Martin and Peter D.

The inner main saw two trains running. Ross B was in charge of one train with 0-6-2 Fowler "Toneya" back on roster after a spell last month. As usual Ross had the locomotive running smoothly all the afternoon. The second train was a double header with Graeme K and 2401 4-6-2 as train engine and Ray L and the VR A2 4-6-0 out in front. Late in the afternoon John T ran the J class on a three car train on the outer with Paul B as guard. Paul also had a turn at the regulator.

Elevated running was interesting. In anticipation of a small crowd it was decided that John H would haul a three car train and Garry would take three cars leaving Arthur and the Mikado in reserve. John started off with three cars and 2-8-0 "Nigel



Diane Lee plays Santa while David Lee looks on!

Gresley" and with the track very slippery we decided to only load two cars. However the next run was as good as having the train fully loaded even as the last car was empty. We may need the system they want to try on the airlines weighing all the passengers! The track settled down and when it was obvious that we had a good crowd Arthur steamed the 2-8-2 and four additional cars were added to John's train. Making up this train was an interesting operation. When Arthur was ready he proceeded to the carriage siding to pick up the four cars. When the track was clear he moved the cars to the loop at the elevated station. When John unloaded his next train he cut

2904 & John Tulloch with Ps4 and Greg Croudace come up the outer main again in December.





Garry Buttel and Impala head downhill with Neal Bates as guard on the January running day.

the 2-8-0 off and proceeded to the end of the departure platform. Arthur then backed the four cars out of the loop coupled up and then ran the seven cars into the platform to couple up the Mikado to John's locomotive. We had some very good loads for the rest of the afternoon. At the same time as we were setting up the seven car train Garry had a problem with low water level and came into the loop till he had things back in hand then continued running till the end of the afternoon. Brian H and Paul T acted as elevated station master while Neal was guard on Garry's train and I was guard for the Hurst train.

About 3.30 to 4.00pm there was a brief shower of rain and something a bit more serious about 4.20pm, this was enough to send our visitors on their way and so we managed to have the chance to pack up early.

The signal box staff were Barry M and Mark with Mick

being track supervisor. Running staff included Steve Border, Peter Sayer, Nick as well as ones already mentioned.

In the kiosk Diane, Margo and Christine Hurst looked after the refreshment supplies. Emily, fortunately, had no one needing first aid. Peter W was our ticket seller accounting for 1863 rides for the afternoon. This total was 700 above the January average and the second highest January total since the 1931 tally for January 2002.

Many thanks to all who worked so hard to make the day a success, it would have been good to have a few extra helpers.

Christmas Party.

The day started rather cloudy, warm and humid and when the cloud cleared after lunch the temperature shot up. In the morning many members attended the sale of Alan Cottrell's tools and other bits and pieces very well organised by John H on behalf of Allan's family.

Greg Croudace had the Ps4 along and unloaded it onto the ground level loco depot and soon had the locomotive in steam. Greg took the loco onto the outer main and coupled up to one of the carriage sets, he had invited a number of his family members and the carriages were loaded in no time and they were away, with much whistling. Brian M had his planets and Sydney steam tram engine and these were very quickly circulating on the inner main. We had a visitor, Steven Saunderson from the Hornsby club. Steve has recently acquired the LSWR outside frame 0-6-0 tender locomotive that had been built by the late Jack Esdaile of the SLSLS. The 0-6-0 was

Martin Yule with Mountaineer leads a happy train around the bottom curve.



soon in steam and after initially running coupled up with the Ps4 ran on the elevated and then on the inner main on the GL. When the Ps4's injector played up Steve had a spare and when Greg fitted it he was set for the rest of his run.

Lionel had the R class at the grounds for a mechanical inspection by Max Gay but did not run the loco. Brian Carter had "Perseverence's" boiler along for an inspection and hydrostatic test which was performed

Duty Roster.

March. B.Hurst, A.Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffa, B.Tulloch, J.Tulloch, N.Bates.
April. M.Murray, A.Allison, M.Gibbons, W.Fletcher, G.Kirkby, B.Muston, J.Noller, P.Sayer, I.Tomlinson.
May. W.Allison, N.Amy, S.Collier, G.Buttel, B.Millner, S.Murray, P.Ryan, V.Scicluna, G.Tindale.
June D.Thomas, B.Courtenay, G.Croudace, S.Larkin, L.Pascoe, S.Sorensen, D. Lee.

Gate Roster.

March. Ken Baker. April. Neal Bates. May. Ross Bishop.

in an impeccable manner. David T also attended to a boiler test on a small boiler built by Zac Lee. We also saw a Mamod traction engine that Zac had purchased from the add in our email group. This was steamed in no time and it was given a run making good use of our concrete pathways.

Ross Bishop ran his D50 class having a few laps on the outer main. Simon ran his Simplex in the afternoon and into the evening being the last locomotive off the track.

During the afternoon a signal box transformer failed and was immediately replaced by a spare transformer that was on hand. There were some point troubles and Mark G had these looked after in no time.

Brian M attended to the BBQ for the evening meal and with the rather hot conditions the dining was split into two distinct groups, the hardy ones sat outside while others opted for a cool venue in the air conditioned club house.

The new club jackets were distributed and then put away for winter time. The evening ended about 9.00pm after viewing some vintage videos.

New Years Eve.

There were not many at this event but those who attended enjoyed the evening. Ross Bishop ran his traction engine, it was noted that on raising steam Ross drove the traction engine to the club house for afternoon tea. Simon had a very good run with his Simplex again running well into the night.

Warwick and Andrew steamed the 3½" Mona and then shared some rather high speed laps of the elevated track. Before the social side of things got underway Warwick cut and drilled some plastic sleepers preparing to make a good start for the new year next Saturday.

Brian M attended to the BBQ and all present enjoyed their meal. A few late comers arrived and after watching the 9.00pm fireworks on the TV things were packed up and everyone went home.

Club Decisions etc.

At the December members meeting we decided that the

club should move toward owning its own rolling stock. This decision now allows the Directors to consider how to consolidate our rolling stock which is critical to running days.

The members agreed to a motion to be put forward to the upcoming AALS AGM as well as a proposal from the boiler inspectors that is to go to AMBSC.

It was decided at the January's committee meeting that the jockey wheel was to be left on the Society's trailer whilst in storage. Could all persons using the trailer ensure that is done please.

The next club visit to Brian and Sue Carters will be on 4 May.

We have enjoyed left over sausages at various Saturdays expertly cooked by Brian Muston. See what you miss if you don't come to the grounds!

Works Reports.

Grounds

It had been noted that the water meter was whizzing around when nothing was being used. Any fault was not evident so one evening Neal arranged for a detection specialist to come along. They could not detect anything using sound, so injected hydrogen into the mains and then used a hydrogen detector to see where it was coming out of the ground. This turned out to be near the clubhouse. On the Friday after the November running day Arthur had excavated a hole to expose the water leak so it was ready to go on Saturday. It was perfection itself, square

The elevated station on the January Running Day. Photo: Neal Bates





Steve Saunderson (HME) with the late Jack Esdaile's 0-6-0 loco which Steve has restored to working order, on our Christmas party day.

paper as layers on the bottom garden before covering with mulch. Simon has done a lot of weeding of the ticket office garden and this was followed up also with nice thick layers of paper followed by mulch transported up the grounds by Neal, Paul B and Peter D. Later Neal and Warwick assisted David T in also laying paper and mulch. The garden has suffered a lot over the last two months of record temperatures. The rain and cooler weather in the last week as this Newsletter is being prepared has helped to refresh things a bit. David Thomas has continued regularly to vanish into the gardens. It is this little but regular attention the garden needs and I am sure David would like a helper! Brian Hurst has repainted the carriage shed door.

and perfect and big enough to stand in! On the Saturday the water was turned on first to fill the urn and then for Neal to see exactly where the trouble was. It was a faulty joint on the tee piece that connected the main to the club house. Neal wanted a little more clearance on the southern end of the hole, Brian M and John L did the required digging. In no time at all Neal had things in hand, with the right equipment and expertise it looked so easy. Neal has also fitted two isolation valves in the system; this will make maintenance easier in the future. These valves can isolate the clubhouse and the pipe to the lower end of the grounds.

We are lucky to have such a broad range of skills within the Society.

We have also had the tree loppers come and under David's direction removed the dead wood from the pine trees. They left a pile of mulch which was disposed of during the afternoon. We laid much of the donated news-

David Lee fitted some new bridge panels (these were replacements for some of the original panels which were not to spec).

A club house sweep out produced a large pile of dead beetles and it certainly looked far better for it! Simon then arranged a steam clean of the carpet, and the place now looks much better. Let's all try and wipe our feet before entering!

Peter Wagner has also done some more library cataloguing, this has been a big task but we now have a record of what publications we are fortunate to have in our collection.

Elevated Station

John L has been at work at the elevated station removing some more concrete and some large tree roots. The largest of these had grown around the northern side of the post back from the one we lowered early this year. If this root had of grown under the post we would have needed a rack system. He then lays new concrete on the far side. Little by little the far side is being completely revamped. This will make it easier to lay the working side at one go without trying to get a complicated level set on both sides of the track. The last of this work for 2012 was completed with John L setting up the formwork and Ross arriving in time to be put on to concrete mixing. The section was completed just after morning tea. In the New Year it has been considered to be far too hot to complete the concrete work as far as the crossing ramps. The first Saturday in February saw John L trim up some of the plastic sleeper off cuts to a size suitable for the road off the elevated turn table to the cross over

Brian Muston's Sydney Steam Tram and his Planet await service on the Christmas party day.



Christmas Party Scenes



From top left, anticlockwise:

1. Simon and Friend behind Simplex.
2. Carters, Tullochs and Wagners at dinner.
3. Ross Bishop & 5148.
4. Greg Croudace had a family group along to share the Ps4.
5. In the clubhouse waiting for the fireworks on the big screen!
6. Martin, Emily, Ross, Simon, Sue and friends.
7. David boiler testing Perserverence's boiler for Brian.

Election of our 2013 Board – Request for nominations

As required by our Rules, all current members of the board retire at the Annual General Meeting held in June each year. Nominations are required for all board positions for the incoming year.

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. A form 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 Simon Collier by **Sunday, 5th 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 any 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
- Mick Murray Vice President
- Simon Collier Secretary
- John Hurst Treasurer
- Mark Gibbons Director
- David Thomas Director
- Barry Tulloch Director

points. These sleepers were drilled and then put in place replacing the wooden sleepers.

Brian Muston has degreased the elevated stub points in order to remove the accumulated gunk and attempt to get them to slide more freely and maintain a better track alignment

Ground Level Railway

Warwick removed 2 panels of track on the inner main top curve and adjusted the superelevation. Warwick was assisted by Neal and Peter in putting it all back. It is interesting what happens to the formation below the fabric. We have a lot of clay and this certainly seems to be prominent when there is no layer of dirt present. It moves around like a squeegee with clear depressions where the sleepers are.

Brian Muston and Warwick dismantled the diamond crossing on the Saturday after the December running day, and one end of 23 points to proceed with re-sleepering. Brian placed new sleepers on the track but many of the existing steel ones were rusted and needed restoration. This is due to the land being washed toward the track and the track being buried in silt. 23 Points didn't even have fabric beneath them. This ended up being bigger than expected because 6 extremely corroded sleepers had to be

replaced. Fortunately Neal Bates arrived and was given the task of resurrecting that piece of track. Peter Wagner also assisted in the levelling and re-fishplating, a long job because there were lots of joints undone! Peter D and Nick also assisted. By the end of a long day the track was back and the Outer Main should now have a much better alignment.

The first Saturday in the New Year was a very warm day indeed. Fortunately the resleepering was in the shade but by lunchtime the track had been separated, lifted, re-sleepered and the formation cleared and levelled. There were some historical treasures unearthed, but like all such things they were carefully reburied by the new formation. Some ant nests were treated in the process. Thanks to Brian Muston for doing all the hard yakka, and assistance also provided by Garry Buttel and John Tulloch. Later Paul Brotchie and John T arranged some ballast which was raked by Mark Gibbons which was very helpful. Most of the old sleepers removed were well beyond their useful life and were stacked for future BBQ use.

John L and Vic cleaned the leaves out of the elevated station gutters and then Johns L & T swept all the leaves up from the platform and the points rodding area.

David Thomas spends a good deal of time subtly (more

or less) carefully pruning many plants throughout the grounds.

Peter Wagner has fixed the problem transformer in the Signal Box. A termination had gone open circuit. Peter reinstalled the rebuilt signal box power supply. This seems to work fine, but a couple of points had to be re-adjusted due to the marginally higher supply voltage. Peter spent some time tracking the current to see where it all went!

Next track work was the removal of the inner main twin sidings and with the help of Warwick, Brian M and Neal Bates we removed the old sleepers. Neal welded on 4 new sleepers to replace some that had expired, and Brian gave the rest an angle grind and a coat of under-coat paint to keep the moisture at bay.

With Nick's help they fitted the new plastic sleepers and Neal helped Warwick attack the formation which was beset with tree roots. Neal used a power saw to assist in removal and when Paul Brotchie turned up we all had a rest while he used a mattock and attacked the rest with gusto.

Re-levelling the formation was tricky due to its size but finally we had the track back in time for a late afternoon tea. Barry T and Peter D arrived to assist with the fish-plates. All in all, a mighty effort in deed. We can say that the remaining re-sleepering to complete will not be as hard as this!

Mick had got the weed killer train out and the areas he sprayed were certainly showing the effectiveness of the treatment.

David Dowling (our new pressure vessel inspector) came and inspected the reservoir for our air-compressor, it



Ross takes Simon for a spin and a bump across the level crossing.

passed with flying colours - he said that there was a few years left in it yet! David was very interested in our model railway operation and had a good look at the Old Girl.

Locomotive News

We have seen many bits of Arthur's 35 class boiler and mechanism as he attends to a refurbishment. Paul Brotchie has brought along his partly machined 23 class cylinder for inspection!

Graham T brought along his recent auction acquisition, a very nice 2½" gauge 2-6-2 Southern loco. It is very nicely made indeed. Barry T also acquired a Helen Long (LBSC 4-8-4 3 cylinder tank loco) at the same auction.

Early in February Ross Bishop was testing the clearances for the stirrups he has fitted to his D50 class tender chassis in order to be able to run on the elevated. At morning tea on the same day Andrew showed us three OO gauge locomotives constructed by Mr. Lofts, an M class 4-4-2, a D class 4-4-0 and an American 2-6-2. They were unpainted brass and had a great amount of detail and very sturdy in deed. We have seen Simon's "Lady Susan", now complete, on display as well as Warwick's Webb fire door for the Z13 class tank engine that he is completing. The Tullochs brought along an American water tower built by the late Ross Styles. John T has just restored and repainted it. A very nice job, it is a working wa-

New Years Eve BBQing, Neal Bates, David Thomas and Stuart Kean.



Editorial.

This year we celebrate the Societies 65th Anniversary and we are fortunate to have two of our Foundation Members to oversee the continual developments that the SLSLS have made over the years. Alan and Brian have watched as the grounds have transformed from basically a rubbish strewn waste land to the very fine miniature railway that ourselves and the public have come to enjoy. I think that it is appropriate to note that their Fathers were the Founders of the Society. That has to be something special in its own right!

John Lyons.



ter tower and would look just right beside the track at the station area when Greg has the Ps4 on roster!

Future Events

We have decided to hold another Small Gauge Day on the first Saturday in November (2 Nov) this year, with possibly following events being 2 yearly and maybe even a full weekend. This strategy is to attempt to encourage some more locos to participate this year with plenty of notice.

We are also going to host a day with the Hornby Railway Collectors Club. This will be on 26 October 2013 and should be great fun as well.

Measurement?

Some time back at the grounds Warwick and Travis were about to do some weed killing. I joined them as Warwick asked something like “what is in a fluid ounce”, I ventured “well there are 20 fluid ounces in a pint”, to which Warwick added, “there are 600mls. in a pint.” I think Travis may have been a bit confused but the weed killer dilution was worked out and the spraying was under way. This leads on to an article Graeme Kirkby had given me that he thought may be of interest to SLSLS members. It was sourced from the National Geographic Magazine of August 1977 titled “**How soon will we measure in Metric?**” written by Kenneth F. Weaver

Each day in the United States an estimated 20 billion measurements are made. The scientist, for his measuring, uses the metric system – logical, simple, and unified. But for most of us, what an antiquated, crazy-quilt hodgepodge we customarily employ.

We have for example a dry quart that is larger than a liquid quart; both are smaller than a British quart. An ounce for measuring fluids is not the same as an ounce used for weighing; moreover the avoirdupois ounce is lighter than the Troy ounce and the Apothecaries’ ounce.

- Work Scenes from the top:**
1. **Jim and Ross assist John Lyons on the elevated platform rebuild.**
 2. **Neal and Peter Wagner at work on the diamond crossing resleepering.**
 3. **Inner main sidings being rebuilt.**
 4. **Brian Hurst repainting the carriage shed door.**

Diary.

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|---------------------|---------------------------------------|
| 2 March | Members Day |
| 5 March | Directors Meeting |
| 16 March | Public Running Day |
| 29 March to 1 April | AALS Convention at QSMEE |
| 2 April | Members Meeting |
| 20 April | Public Running Day |
| 4 May | Visit to Sue & Brian Carter, Marulan |
| 7 May | Directors Meeting |
| 18 May | Public Running Day & next Newsletter! |
| 1 June | Presidents Breakfast & Members Day |
| 4 June | Annual General Meeting |
| 15 June | Public Running Day |

Or consider Tons. There's a long ton and a short ton, a register ton and a measurement ton, a wheat ton and a metric ton - all different.

Our barrel ranges from 31 to 42 gallons. We divide the gallon into four quarts, eight pints, or sixteen gills, to say nothing of five fifths.

We split the mile into eight furlongs, 80 chains, 320 rods, 880 fathoms, 1,760 yards, 5,280 feet. Then we divide the foot by 12 to get inches.

Actually the United States has three kinds of miles. Our survey mile, used in land measurements, is roughly one eighth of an inch longer than the international mile. Confusingly, both are known as statute miles, and both are shorter than the nautical mile.

We deal with hands and chords, drams and scruples, pecks and carats, grains and points, firkins and hogsheads – all part of a gloriously illogical mangle of some 80 separate measures.

Yet we count by tens, because ten is the only number that creates multiples of itself by simply changing the first digit. Then why not measure by tens?

How we got into this muddle is a story that goes back to the Babylonians and Egyptians, to the Romans and Vikings, and to assorted English monarchs of centuries ago.

In Egyptian papyrus texts, thousands of years old, there appears to be a figure of a forearm, symbol for the cubit.

This earliest record of measurement was based on the length of the arm from elbow to fingertip roughly 18 inches. The Great Pyramid of Cheops was built to cubits. And so, according to Genesis, was Noah's Ark - 300 cubits long.

Even in Noah's time the measurement confusion had already begun. Forearms, after all, vary in length. Moreover. There were different cubits. Legend has it that the Egyptian King Menes decreed a royal or sacred cubit 14 percent larger than the common cubit. This oversize measure was in building his own palace but was forbidden to others. The original meaning of "Pharaoh" incidentally, was "great house".

For measuring weight, the ancients used grains of wheat or barleycorns; the grain to this day is one of the smallest units of weight, 1/7,000 of a pound. The carat, used in weighing gems, was derived from the tiny carob seed.

The mile came to us from the Romans via Britain. In Caesar's day the mile was the mille passus, 1000 double steps by a Roman legionary. It was 5000 Roman feet. Queen Bess, in the late 16th century, added 280 feet so that the mile would be exactly eight



Simon giving the grass a trim before the action. Those lucky enough to be rostered on the gardening day can also have this experience!

Neil Bates attending to the mysterious water leak, and the final job.





Joe, Andrew, Luca and Brian attend to resleepering the carriage shed sidings.

“fallow-long”, or furlongs. No one knows how the yard got started, although it may be no coincidence that it is a double cubit. In any case it is the fundamental unit of English measurement. The word itself comes from the Old English word *gierd*, rod, the staff used for measuring. Henry I established the yard as the distance from the tip of his royal nose to his fingertips. As for the inch, in the tenth century it was the span of the knuckles on King Edgar’s thumb. And the foot was decreed by Charlemagne to be the length of his own foot – about 12.7 present day inches. But the English statute books of 1305 standardized the foot as 36 barleycorns “taken from the middle of the ear” and laid end to end.

Still another definition of the foot comes from a 16th century German regulation: “Stand at the door of a church on Sunday, bid 16 men to stop, the tall ones and the short ones as they happen to pass out as the service is finished, then make them put their left feet one behind the other and the length obtained be the right and lawful rod, and the 16th shall be the right and lawful foot.”

The six-foot fathom, used by seafaring men, equalled the span of a Viking’s outstretched arms. The acre was the amount of land ploughed by a yoke of oxen in one day. And the gallon (the one used in the United States today) was Queen Anne’s wine gallon. It was much smaller than the ale gallon of her day and different from the imperial gallon eventually adopted for British use.

The confusion resulting from such an unwieldy makeshift of measures led for a desire for a more sensible system. Thomas Jefferson, in 1790, proposed a decimal system, based on units of 10, just like our money. In his plan, for example, 10 feet would be a decad, 10 decads a rood, 10 roods a furlong, and 10 furlongs a mile.

Congress did not buy Jefferson’s ideas but at the same time the ferment of the French Revolution and the upsurge of interest in science produced another system based on 10’s – the Metric System. It was the most remarkable plan for measurement ever devised.

The keystone was the metre, from the Greek *metron*,

meaning “a measure.” This new unit was not derived from the variables of human anatomy; rather, it was to spring from the universe itself. The metre, as approved by the French National Convention in 1795, was to be one ten-millionth of the length of the earth’s meridian between the Equator and the North Pole.

To determine this distance, a team of surveyors had set out to measure an arc of the meridian between Dunkirk in France and Barcelona in Spain. Despite many difficulties - they were plagued by the hostility of peasants and by arrests for treason – the surveyors finally succeeded. The metre was established at approximately 39.37 inches.

From this unit of length, a unit of volume was derived by cubing a tenth of a metre to produce a litre. And a litre of water produced a basic unit of mass, the kilogram. For larger units, multiples on the basis of 10 were eventually provided, with Greek prefixes: thus dekametre for 10 metres, hectometre for 100, kilometre for 1,000, megametre for a million, and so on. For subdivisions, Latin prefixes were used: decimetre for a tenth of a metre, centimetre for 100th, millimetre for a 1,000th and micrometre for a millionth. Thus all the units were intimately and uniformly related. For the first time the world had available a consistent, unified measurement system in which calculations would be easy – no more unwieldy fractions, no more memorizing a host of conversion factors.

“Never has anything more grand and simple, more coherent in all its parts, issued from the hand of man,” wrote Antoine Lavoisier, the most famous French scientist of the time.

Over the decades the metric system has been modified and expanded into what is known today as SI Le Systeme International d’Unites. SI provides five other basic units besides the metre and the kilogram. For example, the unit of time is the second; the ampere is the basic unit for electricity; and for temperature the degree Celsius (formerly centigrade). For scientific use, temperature is measured in kelvins starting with absolute zero (-273.15 degrees C). a kelvin is equal to a degree Celsius. In addition, the metre has been redefined, for even greater accuracy, as 1,650,763.73 wavelengths of the orange – red light emitted by the krypton-86 atom.

Gradually at first, then even more rapidly, the metric system took root in Europe in the 19th century. It spread to other continents until today, 95 percent of the world’s inhabitants speak its language. Only in the United States, Brunei, Burma, Liberia and Yemen, is it not yet the system generally in use.

Repeatedly our country has approached metrication, but it has always backed away from the full embrace. Nevertheless, by act of Congress, metric has been “legal” in the United States since 1866. Moreover, our representatives signed the Treaty of the Metre in Paris in 1875. Thus we

joined the other major nations of the world in endorsing the metric system as the internationally preferred system. We also gave backing to a permanent International Bureau of Weights and Measures. Further, in 1893 the United States became an “officially” metric nation. Three years earlier we had received from the International Bureau new and refined Metre bars and kilogram weights. These were declared to be the nation’s “fundamental standards” of length and mass. The pound, the foot, and other customary units were redefined as fractions of the metric units.

And yet we did not give up the welter of customary units. Bitter opposition from both labour and business met every attempt to get a metric bill through Congress. As recently as 1920 pamphlets were published with titles such as “What Real HE-Men Think of the Compulsory Metric System.” Earlier, anti-metric forces had published as their theme song a ditty entitled:

“A Pint’s a Pound the World Around,” with this ringing stanza:

Then down with every “metric” scheme
 Taught by the foreign school,
 We’ll worship still our Father’s God!
 And keep our Father’s “rule”!
 A perfect inch, a perfect pint,
 The Anglo’s pound,
 Shall hold their place upon the earth,
 Till Time’s last trump shall sound.

But thoughtful citizens continued to point out the merits of the metric system. As Alexander Graham Bell testified before Congress (his statement was printed in the March 1906 Geographic): “It is safe to say that after the metric system has been adopted by the United States and our people have become use to its use, we would no more dream of going back to our present system of weights and measures than we would think of carrying on the process of

arithmetic through the medium of the old Roman letters in place of the Arabic numerals we now employ.”

Eventually the anti-metric agitation died away. Great Britain began conversion to the metric system in 1965. Australia followed in 1970, Canada in 1971. The United States was isolated, an island in a metric sea. Our huge multinational corporations, with many branches abroad, found themselves forced to use metric as well as customary units. Quite naturally they favoured conversion to a single system.

Many began converting on their own, spurred by a decision from the nine common market countries that after April 21, 1978, they would accept no imports unless labelled in metric dimensions.

Finally, on December 23, 1975, President Gerald R. Ford signed the metric Conversion act of 1975, calling for voluntary conversion to the metric system and establishing a U.S. Metric Board to co-ordinate that conversion.

Even though Congress and the President did not go as far as mandatory conversion, most observers see the change-over coming with increasing rapidity anyway. Officials and business men to whom I have talked give varying estimates: some see a predominately metric United States by the early ‘80’s. More pessimistic forecasts suggest 1990. But all agree that we are moving fast on the metric road.

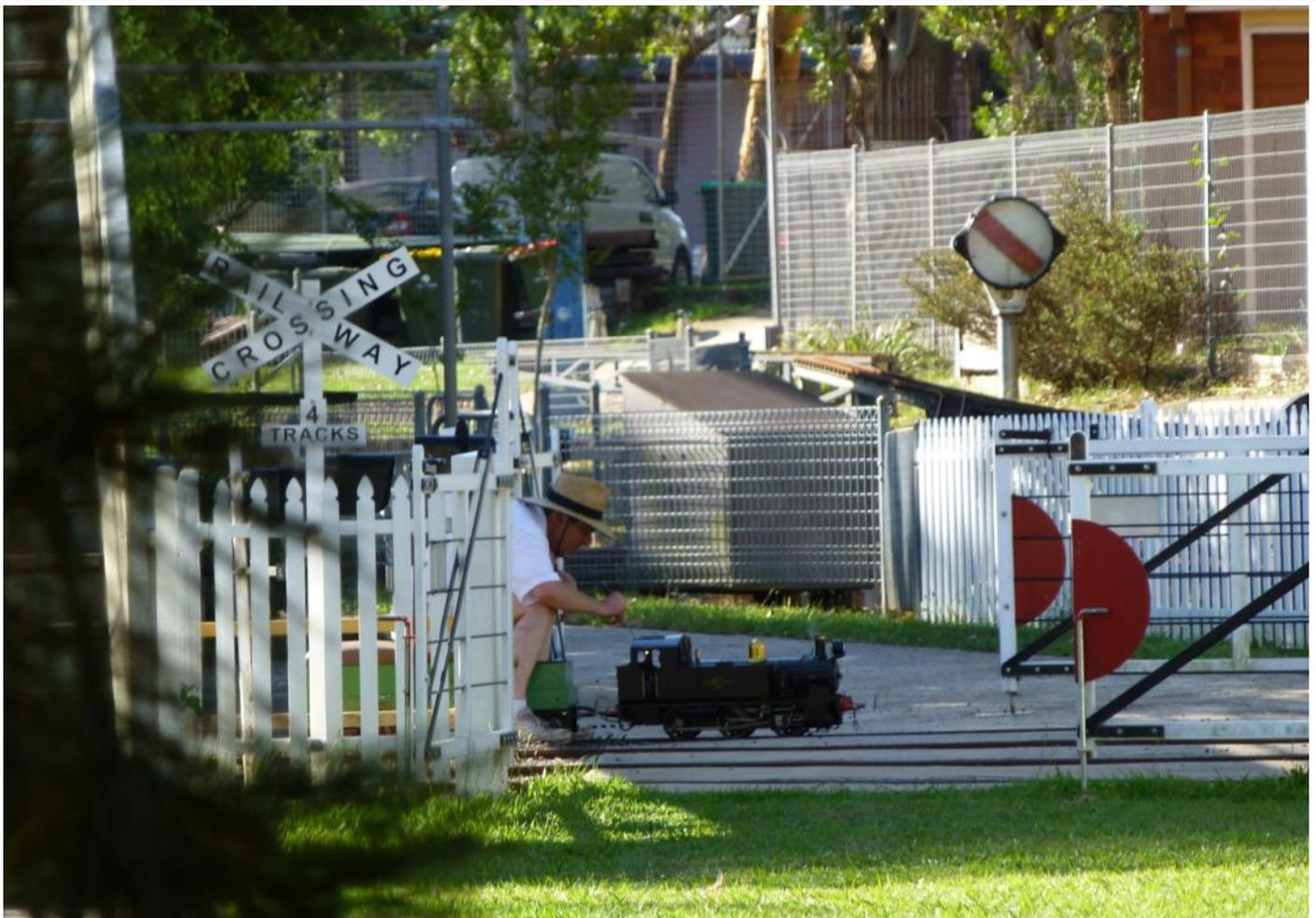
Editors note. Remember that that article was written in 1977 and we know that things have moved slowly. You may remember that while our Metric Conversion Board was in operation it was illegal in Australia to manufacture or import items with imperial dimensions. Once the Board was disbanded we could get our dual metric-imperial devices again. Most of us can cope with either units often mixing things up. By the time our grand children are our age the imperial system will possibly be a museum piece. But old habits die hard, on the radio the other day there was a story where a little girl asked her mother how long something was, the mother replied “about a foot” the little girl replied, “whose foot” !

Driver member extraordinaire Graeme Kirkby recently retired.
Here are some photos from an anonymous source of his last run! 5 inch gauge steam from now on!





Above: The Christmas Party Train arriving with Santa! Below: Simon attends to Simplex on the New Years Eve run.



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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.