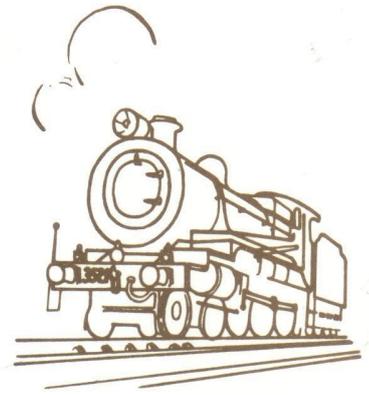


# Sydney Live Steam Locomotive Society

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

## 'Newsletter'

Volume 42. No. 1.  
February 2014



Bryce Peak's marvellous 5 inch gauge South Australian Railways 500 class. More Pictures Page 7.

### November Running Day.

This was our Redkite Charity Day for 2013. Showers had been forecast and there was quite a down pour at morning tea time. About forty minutes later the showers cleared and we had a very pleasant afternoon. We had a UK visitor, Frank Simpson, on his second visit to our grounds. Frank is from the North Wales Society. They are building a new track and Frank was paying special attention to our stub points.

The early rain slowed up the setting of the ground and the unloading of locomotives. Barry M, Vic, Graeme K, Mark and John H were very involved before and after the rain. Graeme K was busy with the blower removing leaves from the track while I trimmed the bushes around the perimeter of the elevated track.

There were a couple of party groups that came in before lunch to set up their favoured position and at lunch time three Redkite volunteer ladies arrived with their signage and banner. The banner was displayed on the entry bridge. The two of them managed the gate without any problem. The threat of rain about the area may have reduced our numbers a bit.

The latest Newsletter was handed out today so there was some reading material at lunch time. Our flag was flying at half mast today in memory of Barry Tulloch.

Running one train on the inner main was Warwick with his WAGR V1224. David T took over the driving later in the afternoon giving Warwick a chance to take some photos to record the day's activities. Warwick was happy with the locomotive's performance but reported that there seemed to be a few clanks! The second train on the inner was hauled by the Shay driven by Mick Murray. The Shay ran well but there were a couple of derailments, some passenger related and another from an unknown cause. There will be some investigation to be done.

On the outer main Ray Lee ran his C3506 on the Central West set. Ray handled the loading without any assistance during the afternoon and seemed to manage well with some careful loading. During the afternoon Tony E took on some of the driving duties. The second train on the outer was double headed with Graeme K and 2401 pacific as train engine and Ross B driving D5148 2-8-0. When Ross came off late in the afternoon Graeme carried on with reduced loading till the end of the running day. During the afternoon the follow-



**Simon enjoying briefing the RedKite volunteers on our November charity day.**

to do as well as we did. Our thanks to the ladies in the kiosk, Diane, Margo, Joy and Gai. We had Emily present for first aid duty but fortunately her skills were not needed. Special thanks to everyone who assisted in making the day a success, every bit of assistance is very appreciated.

**December Running Day.**

We were rather lucky with our last running day for 2013. It was in the middle of a number of very hot days but the Saturday was actually the best that we could have had. While the sun was hot there was a breeze that helped keep the temperature down a bit. As has happened over the past few years the West Ryde Neighbour Centre Child Care group held their Christmas party at our grounds and were set up early in the morning at the top end of the grounds between the elevated station and the ground level locomotive depot. This ensured that the elevated track had a good passenger base for the whole afternoon.

ing members acted as guards or station masters: Graham T, Ian T, Neal B, Peter W, Rob M, Tony E, David T and Peter D.

We ran one major train of seven cars on the elevated and a two car train as well. The seven car train was hauled by the Hurst team. Arthur ran the heritage 2-8-2 Mikado ahead of John H and 2-8-0 "Nigel Gresley", train engine. I rode as guard for the afternoon. The two car train was run by Paul T and 0-4-0 Hunslet with Nick K acting as guard. Late in the afternoon John H needed to make an early departure. We ran the cars empty to the carriage siding and broke the train up as follows. The 2-8-2 was uncoupled and John stowed the first three cars of the train and his locomotive in the siding. Arthur coupled the Mikado to the remaining cars and returned to keep the service going till the end of the elevated running. When the track was clear "Nigel Gresley" moved from the carriage shed siding back to loco via the cross over points. The elevated station was attended to by Simon, Vic, Joe and

Luca Mark G was track superintendent and the signal men were Barry M and Steven B. Brian H was ticket seller and sold 1788 train ride tickets for the day. This was about 300 less than the November average but considering the fact that there were showers elsewhere we were lucky

**Ray Lee and 3506 made a good job of the November loadings unassisted.**



of the Christmas party. In an interesting working when the job was completed Andrew shunted the loco back to its hiding place nose to nose with the V class. After the shunting with "The Old Girl" Andrew collected a set of cars and ran on the inner main. David L was guard on this train. Later in the afternoon Warwick relieved Andrew and drove the V1224 till the end of running. C3803 with Ray Lee hauled the second train on the inner. Tony Eyre was guard and had his share of driving C3803 during the afternoon. Ian Tomlinson was inner track station master.

Mick steamed the Shay and ran one of the trains on the outer. The Shay ran well and with Simon as guard it was always loaded and promptly out of the station as soon as the signal cleared. Graeme K ran the second train on the inner with 4-6-2 2401. Martin Y was guard for this train and Peter D was station master assisted by Geoff Olsen.

To match the increased patronage at the top end of the grounds we were able to offer three trains to keep the passengers moving. Arthur ran the 2-8-2 heritage Mikado on a six car train with myself as guard. For most of the afternoon we only loaded the first three cars to not tax the locomotive too much. Late in the day I had to leave earlier than usual and John H took my place as guard. At about this time Arthur and the Mikado were joined by Leon Brack with his Forney to double head till the end of the day. Garry, with 4-6-0 B1 "Impala" double headed with Brian Carter and 0-4-0 "Perseverance" for the afternoon. Paul T steamed Hunslet 0-



**Two elevated December running day scenes. Left: Leon Brack and his Forney leads Arthur and the Heritage 2-8-2 with John Hurst as guard. On the Christmas Train! Right: Paul Taffa and Hunslet with Nick as guard.**

4-0 running a two car train. Luca was guard for Garry and Brian's train and Nick was guard on the two car set. The spectacle for the afternoon was the Santa Special with Santa and the bulk of the childcare workers in their pink uniforms arriving by train. Joe and John H as well as Jim M helped on the elevated station during the afternoon.

John T had the D55 K class in the ground level loco and Leal Brack had the 46 class locomotive that had been built by Mike Tyson many years ago. Neither of these locomotives ran during the afternoon.

The kiosk was run by Elizabeth, Diane, Joy, Gai and Margo. Emily was there but fortunately did not have to look after and first aid needs. Peter W was our ticket seller given a break by Chris H late in the afternoon. There were 1045 ride tickets sold and this was just under the December running day average.

The signal box was run by Mark and Warwick, David Thomas was track superintendant. Warwick and Andrew swapped places late in the day. The trains during the afternoon were generally lightly loaded on the ground level with the occasional full one. Most of the elevated trains were very well patronised with the childcare party right at the departure station. Bernie did the gate to allow Mark to be in the signal box. He had lengthy periods with no customers.

Warwick has provided some statistics to complete the year, 2013. We had the fourth highest number of rides, 26,680 against a peak of 28,529 in 2010. We do though have an average running day figure of 2,425 which is the highest ever beating the 2010 figure of 2,377. The reason for this is that we lost the April running day due to rain while in 2010 we had 12 running days. We are consistently more popular than ever before with a gradual, steady rise in our patronage. It is more stressful to deliver this performance month in and month out and members are congratulated for managing this outcome. It would be nice to have a few more members available to assist on our running days to ease the pressure on all of us.

### January Running Day.

Our first running day for 2014 was hot, perhaps very hot, but fortunately not as bad as some of the days we had experienced since New Year's Day. A temperature of 34 degrees was reported at Olympic Park while at Penrith it reached 40.8 degrees. Directly as a result of the heat our crowd was very much down by our usual standard. I think

that it was mentioned that the kiosk sold more ice creams than our ticket seller, Peter, sold train ride tickets! Getting the grounds ready were some of the early arrivals, Barry M, John H and Victor. Arthur was intending to arrive early but a failed trailer bearing quickly changed his plans for the day. Graeme K was very active with the leaf blower cleaning all the tracks, David T tended to some gardening while I trimmed the vegetation around the perimeter of the elevated track. John H discovered a bird nest above the light fitting in the elevated station nearest the lever frame, more about this in works reports. At lunch time in the cool of the club house we were able to admire the construction so far by Ross Bishop of the new boiler for his 0-6-2 Fowler. His boiler is in copper, the standard of the copper smithing and the silver soldering could hardly be bettered anywhere. Great work Ross.

On the elevated track it was decided to set up two three car trains. John H, recovered from his knee surgery, ran 2-8-0 "Nigel Gresley" on one set while Garry hauled the second set with 4-6-0 B1 "Impala". I was intending to run Z1915 with one car to see how the new pistons and piston rings went but the injectors would just not operate in a reliable manner. I decided that it would be a better idea to drop the fire and help out on the elevated railway. Paul T unloaded

**More elevated running with Garry Buttell and Impala leading Brian Carter and Perservence and Luca as guard on our January day.**





**John Lyons operating the ground frame on our January running day.**

his 0-4-0 Hunslet and it sat in the elevated loco for the afternoon. With the small crowd the two trains were handling the passengers very well so at about 3.00pm I thought that a civilised afternoon tea could be had. Orders were taken and John's train was refueled in the loop while Garry continued the elevated service. When John had finished his tea he ran back on to the main line and Garry ran into the loop for his cup of tea. When John had his train loaded for its next run the loco was very short of steam, rather than keep our passengers waiting they were transferred to the B1's train and taken for their run. Garry returned to the loop and finished his cuppa. With the separate loading and unloading platforms, the small passenger numbers and the watering facilities on both sides of the track at the lever frame it was a good chance to have a bit of a variation to the afternoon's running. Joe and Luca rode as guard on each of the trains. Paul and I acted as station masters. Nick steamed his "Maisie" before lunch time and had a good run with some end to end running as the cross over ramps had not been taken up. On the ground first out was WAGR V1224 with Warwick at the regulator on the inner main. Later in the afternoon David T took over the driving of the V. Neal started the afternoon as Track Superintendent but was called away to an urgent plumbing job. David T took

over this task but was himself relieved by Mick after he had troubles with the Shay. When preparing the Shay Mick discovered that one of the eccentrics had come loose on the crankshaft. Mick dropped the fire and had an early clean up. On the outer track Graeme K ran his 2401 4-6-2 pacific on one set of cars. He was assisted for a short time by John T with D5597. This locomotive pairing looked really great but the running was cut short when the D55's regulator failed to re-open. John took the locomotive back to the depot to leave Graeme to carry on for the rest of the afternoon keeping the loading suitably reduced.

This was running the ground level track at half its normal capacity but with the very small crowd this was not a problem. During the afternoon the following members acted as guards or station masters, Steve B, David T, David L, Max, Wayne, Ian, Martin Y and Geoff Olsen.

Bernie had a very easy, but hot, time on the gate. There were a few small groups making good use of the shady areas. The signal box was very popular. When I went up to get a whistle I found that it was standing room only. Simon and Martin Dewhurst were receiving tuition from Mark and Barry M on the operation of the box. The other "hangers on" were there to escape the heat. The kiosk was handled by Margo, Gai and Chris Hurst. Emily was there to tend to any first aid needs but fortunately had no customers. Margo



**Above right: Garry Buttel coming uphill on our January running day.  
Below: A January running day view of the signalmen, from left: Martin Dewhurst, Mark Gibbons and Simon Collier.**

looked after our cold drinking water requirements, this was very much appreciated.

There were 629 train ride tickets sold which was well down on the January average of 1111 rides. Many thanks to all those who came along to help run our running day



**December Member's Day Christmas BBQ.**

This was a very good day weather wise and members made the best of the opportunity. Nick was first to have a locomotive in steam and was out on the elevated track having a good run with the track to himself. Brian M had his Sydney tram motor and two Planets unloaded to run on the inner ground level. One of the Planets refused to come to life and spent the day in the ground level depot. I unloaded Z1915, ready for its first run since fitting new pistons and cast iron piston rings. My plan was to not run the locomotive till later in the afternoon to entertain the grand children just before tea time. My HG van had been requested by Warwick to run behind his Z13 tank engine with his NSWGR wagons. Graeme K unloaded his wagon collection along with D5032. The 50 class was in steam most of the day spending long periods in the siding while others used the main line. Ray

Lee steamed C3112 and had a run with Graeme's goods wagons. Matt Lee drove C3112 running the goods train at a good passenger train speed for a while. Ian Tomlinson steamed his 4-4-0 "Maid of Kent" and had a run on the inner main.

Warwick steamed CC411 4-4-2 and ran with his NSWGR wagons and my HG van on the end. The train looked just as a similar train would have done so on the Picton Loop line many years ago. The loco has a very good turn of speed, Warwick says it is easier to get the coal in now but some of the ancillaries need some work.

Late in the afternoon I returned to the grounds and steamed the 19 and coupled up to one of the riding cars. I was very pleased with its performance and the grandchildren present enjoyed their rides. There is now a request for an extension on the regulator so that the locomotive becomes more user friendly for young arms. David T and Zac steamed "The Old Girl" and with Nick coupled up to some cars and ran on the inner till a pump failure curtailed the activities. John T had the D55 in the depot continuing some adjustments and did not run. Early in the day Warwick checked all the inner passenger cars and repaired one bent brake rod, everything else being all right.

Brian M looked after the BBQ and there were about 50 members and friends who enjoyed their evening meal. It ended a very enjoyable day that saw a lot of activity with members fitting in what best suited their time and needs.

## Works Reports

### Elevated Station & Railway.

John L has been cleaning up the elevated station including the station gutters. In the process he discovered one golfball and 4 large marbles. Barry Millner used the grease gun and found the nipples on the stub points and gave them all a long overdue injection of lubricant.

A paper has been circulated on the strategic direction of the elevated railway. The purpose of the paper is to collate ideas and methodologies about improving the railway track and structures. What is needed is some more detail on a suitable track jig that will allow the multi-gauge track to be made to any desired radius and welded upside down. Any innovative but simple track jig designs?

The top end of the grounds will be further improved by the installation of new gates at our track crossing. They will be in the style of the other level crossing gates and were approved at the December meeting.

An exposed underground signal wiring run for the elevated signals near the signal box was exposed. This was covered by conduit, and given a generous concrete cover by Neal.

### Ground Level Railway

The new ground level cars are a real team effort. Brian Hurst commenced painting the new carriage footboards while Brian M stripped the carriage frames and cut and prepared new steel components for the cars. He relocated the buffer beams as well so they wouldn't foul the end boards. Brian M and Warwick sorted out the new carriage critical details which allowed the new bogie bolsters to be welded into position. Also attached was the central weight support. Brian M and Peter D did the welding and Warwick did the red oxide painting. David Lee was on hand to chip the welder's welds and turn the job over! The trial car was taken for a test run and all is well.

Andrew has drilled and tapped the end board holes in the

ends of each car, and has also drilled and tapped the holes for the footboards. Arthur and Martin D cleaned down the carriage frames. Sue got stuck into the undercoating of the footboards and the end boards. This was done with gusto and the 8 end boards and 4 footboards were completed! Warwick, Arthur, Andrew, Martin and Simon all were swinging paint brushes and finished off the



**Graeme Kirkby using a traditional engine-mans friend to fill the tender!**

carriage frames and footboards with a coat of black. This was a great outcome for the day. Nick cut some steel spacers that will be needed when installing the footboards. Rob Murphy delivered the side panels for the new carriages and Warrick Sandberg has delivered the bogies. Jim L has taken over some of the painting of the foot boards and on the first Saturday in February the foot boards and end boards were fitted to all the cars. Simon, Barry M, Martin D, Andrew and John L assisted with this task.

Paul B attended to a seized hinge on one of the level crossing gates.

Mark and Warwick had a look at 6 points where we have had some intermittent problems. They were tracked to some defective terminations in the point machine. These were re-terminated and all now seems well! Mark and Peter also attended to some loose rail joints and these were realigned and tightened. Martin Dewhurst, Peter W. and Mick have been getting our ground level intercom phones going reliably again. Part of that task has required re-drawing the miniature circuit diagram for them, which Martin has been doing using TurboCAD 14 and is almost completed. Mark assisted Martin in determining arrangements for additional resistors to be installed for the new LEDs in the Signal Box console. The LEDs require only 1/100 the current of the previous ones! Another fault occurred with some peculiar indications and Martin and Warwick investigated. It was discovered to

### Diary.

March 1 <sup>st</sup> .	Member's day at Craig Hill's track at Yarramundi.
March 4 <sup>th</sup> .	Director's meeting.
March 8-9	LMLSLS Birthday Run.
March 15 <sup>th</sup> .	March Running Day.
March 22-23	Orange NSWGR Weekend (special invite only)
March 29	ILS Birthday Run.
April 1 <sup>st</sup> .	Member's Meeting.
April 18-21	AALS Convention, TLSS, Bulla, Victoria.
April 19 <sup>th</sup> .	April Running Day. (and Easter Saturday)
May 3	Visit to Brian and Sue Carter's, Marulan
May 6 <sup>th</sup> .	Director's Meeting.
May 17 <sup>th</sup> .	May Running Day and next Newsletter.
June 7	President's Breakfast



**Replacing our last timber gate post!**

be a defective connection in a negative looping terminal. Most unusual.

Andrew and Warwick attended to the Pullman set and worked their way through the cars attending to the brakes. They were a bit ordinary on a previous running day. Two bogie replacements, one diaphragm and several adjustments later the train was tested as leak free. Peter D assisted as well in this dirty business! Mick then later repaired the problem bogies as well as two damaged in a previous derailment. He has also instituted a labelling system to record when various items were attended to. Paul B also adjusted a few of the bogies and we looked at the car which suffered a number of drop offs recently. We discovered the bolster bearings were too narrow on one particular bogie so it has been corrected.

Nick and Warwick also surveyed the footboards on the ground level carriages, noting there is a need for 3 new footboards. Measurements were taken for replacement footboards.

### **Grounds.**

Following the November running day the old timber fence on Park Ave. near the ballast pit was replaced. John L and Arthur were at work very early to remove the old fence. The palings and rails were removed easily but the post was a different matter. After breaking away the concrete collar and some digging out around the post careful levering with the crowbars had the post out by morning tea. The new metal post had been ready for some time having been fabricated and welded by Neal B and Barry T. With the gate fastened to the post and packed up to the right level John L mixed a barrow of concrete and as the concrete went in we had some rain start. As usual concrete and rain always go together at the grounds. With Warwick and Neal on the job as well the metal fence panel was assembled in place to close the gap.

We had a very large branch come down from one of the pine trees in the area inside the ground level tracks. Arthur did a great job with his chain saw cutting the branch into manageable pieces for disposal. The trailer was backed down and Warwick, John L and Simon loaded the bulk of branch for disposal. Warwick and John took the load to the tip, all up it totalled 0.5 tonnes. The rest of the branch was mulched with Paul B assisting with that task.

Lionel looks after the char supply making sure the bins are kept topped up.

David T continues to attend to weeding and plantings and Simon gives the ticket office garden a high level of attention. The roses here are looking very good. We can save a lot of

work if any leaf sweepings and mulching are placed onto the garden beds direct or straight into the green bin for disposal. Branches should be mulched or placed in the BBQ wood pile. We should try to dispose of our green waste on site and consider the tip as a last resort, the fees are becoming exorbitant. David is preparing a plan to be displayed in the club house to give us a guide as to how this can be best done.

We have had battle with some myna birds lately. We found a nest set up in the ducting for the air conditioning on the back wall of the signal box. Warwick found an extra piece of ducting and John L cut this to size so it could go above the existing ducting to close the access to the nest. With the ducting cover removed the nest was removed and the area cleaned out. With the extra piece in place the conduit cover was slid up to provide a complete cover. The gap created at the bottom was then covered by some matching sheet metal.

While we had the ladder at the signal box the opportunity was taken to trim some of the branches that were a bit close. This was made easier with the purchase of a new saw, Neal did the honours, Warwick and Martin D removed the branches and Paul B did the mulching.

Myna birds do not give up easily. When preparing for the January running day John H noticed that there was a nest above one of the fluro lights in the elevated station. On the Saturday after the running day John L lowered the light fitting and cleared the nest from its place between the top purlins. With Sue's help the light fitting was replaced and some bird mesh cut and shaped to fill the gap where the birds gained entry. The same was done at the northern end of the station. At the time of preparing this Newsletter there has been no indication of any other nests being built.

We have gained special permission to operate our running days on total fire ban days. To comply with the conditions our hoses have been upgraded. All now are set up with the correct fittings and nozzles and labelled with their lengths. We have five hoses 24m to 32m long and another of 10m.

Peter W has installed the new power points above the new cupboards in the club house. It was interesting to see Peter's technique of a nut weighted string fed down the cavity to help thread the wires to their new connections.

### **Loco News**

As you have seen on the front page Bryce Peake has completed his South Australian Railways 500 class locomotive. Built to 1" scale for 5" gauge track it is a very attractive locomotive and a great achievement for Bryce. Congratulations!

Simon had Simplex along post damage repairs and had Andrew do a boiler test. A steam test followed and a test run showed that all was well again.

We have inspected Micks 1.5 inch scale HG guards van chassis that is well on the way. A substantial van that will look good behind the Shay! Mick has put a good deal of detail into this chassis, it is a shame it will be out of sight.

We have watched the progress made by Ross B on the new copper boiler he is constructing for his Fowler "Toneya". Seeing the progress has been a wonderful tutorial in the art of copper smithing and model boiler making. The work has been superb and the progress culminated on the first Saturday in February when the boiler passed its hydro test. While we are talking boilers we have seen the progress on the boiler for Nick's Blowfly. Simon has given him considerable help with this during the past school holidays. The chassis for Nick's loco is get-

**Duty Roster.**

March. W.Allison, N.Amy, S.Collier, G.Buttel, B.Millner, S.Murray, V.Scicluna, G.Tindale.  
 April. D.Thomas, B.Courtenay, G.Croudace, S.Larkin, L.Pascoe, S.Sorensen, D.Lee, N.Bates, R.Murphy.  
 May. J.Hurst, J. Leishman, J.Lyons, D.Mulholland, J.Mulholland, M.Yule, R.Bishop.  
 June. B.Hurst, A.Hurst, T.Eyre, M.Lee, P.Wagner, P.Taffa, J.Tulloch, N.Bates.

**Gate Roster.**

March. Graeme Kirkby. April. Stuart Larkin. May. Matthew Lee

ting to the stage where it will be able to run on air.

John L has had Z1915 in the workshop to make and fit new cast iron pistons fitted with homemade cast iron piston rings. The loco was trialled on the Christmas run day and ran well.

Paul Brotchie brought along a marine boiler for the boiler inspector to look at, while Warwick had the B2 chassis to check clearances on the curves. Garry Buttel welded up some frames he had for a new riding car and later had it rolling around the track on test. It is a substantial carriage and looks good with its external bracing.

John Tulloch had the 55 in loco to test the revamped regulator. A trial run indicated it needed another trip to the shops to attend to it. Still, it was nice to stand in the shade and discuss it!

David Thomas was called to assist Andrew in the boiler inspection department. Jim and Dom had 3901 tested and later had a run to prove all was functional, and they also inspected a new Mulholland "Speedy" acquisition. A very nice job indeed. On the first Saturday in February the locomotive passed its steam test and had its first run on our tracks. Paul Brotchie had his O class driving wheels on display.

Rob Murphy brought along his 5" gauge C36 Class tender, it's a wonderful job. It's to be green and wear the numbers 3642. Vic had a boiler test done on his 3-1/2" gauge Climax by David T. It passed OK after some modifications to the blower arrangement and proved to be a very popular loco as Vic had many assistants! Neil and Alan Mackellar have run the Sherwood built 0-6-0 switcher on a couple of occasions. It is an impressive loco with lots of unique features.

**Members News**

It was very sad to hear of the passing of Hart Brammer on 28 December 2013. He was a member from 1990 and produced many expertly machined parts for a Blowfly, now in Nick's possession.

This loco is slowly being assembled and will eventually be testimony to Hart's perseverance and workmanship, and ex-



**Right: Some more views of Bryce's South Australian 500 class locomotive. Its a pity its in Queensland!**



**Jim and Dom Mulholland's new acquisition. A Speedy!**

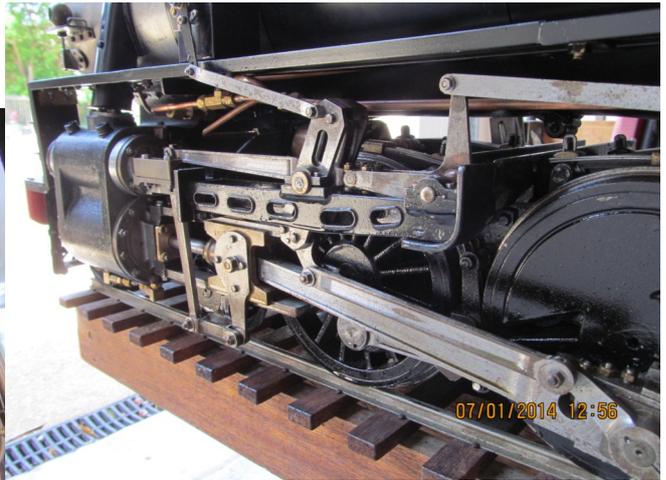
treme generosity in passing it to Nick.

Brian Hurst has been in hospital and on discharge has gone to stay with his daughter in the Wollongong area. Brian is going well and has had a few outings with the family.

John H has had knee re-construction surgery since the November running day. A second round of minor surgery has given John better flexibility and he is now on the mend.

The new member's handbook is now available and all members should have a copy. See John Lyons if you are missing yours.

We welcome Martin Dewhurst to the Society. Martin has a long railway background so if you see him around say hello. Martin has been here many Saturdays in a row and is taking a keen interest in the signalling.

**Editorial.**

As we begin this 42<sup>nd</sup>. Volume of Newsletters I hope we can look forward to another year of progress and advancement of the Society. I would like to thank Andrew Allison for his contribution for this edition.

It will also be interesting to see how Transport Heritage NSW goes about dealing with the future of the various rail preservation groups that are trying to keep going. We will just have to be patient.

John Lyons.



## Barry John Tulloch 10th July 1944 to 8 November 2013



Barry became a member of the SLSLS in 1964 and was very involved over a 49 year period, including serving as a director of the Society since 2008. Barry, from a very early age, developed a life long interest and love of steam locomotives. His first locomotive was a purchased 2 1/2" gauge "Dyak" 2-6-0 LBSC design followed by a 5" gauge steam tram motor he made himself. It was one or the other of these locomotives that he first ran at the West Ryde grounds. One Sunday Barry with one of his friends, Ray Lee, climbed over the fence and did some up and down running. A neighbour reported this activity to a member and they were caught out. Despite this introduction to the Society Barry was allowed to put in an application to become a member. The committee must have sensed there was some potential here and overlooked the transgressions of un-authorized entry and Sunday running (which just was not done in those days).

An LBSC "Juliet" was constructed in record time, much of the work done in the Railway workshop. Barry was cautioned about this, not for the fact of making a foreign order but for working so hard on it and making so much noise before morning tea time. The little 0-4-0 was followed by a 3 1/2" saturated standard goods and then the 5" gauge J class. In 1969 he purchased 5" gauge C3813. The C38 was done up and for many years ran as train engine with Ray Lee's C3290 on the ground level on public running days. Before the duplication of the ground level track that combination provided half the passenger capacity. Over the follow-





ing years other locomotives joined the Tulloch roster and Barry hardly missed a running day. Barry was a member of the committee that produced the 1967 constitution. He was always ready to help and in regard to his contribution to some convention transport was described as a "Transport Magnate". When the Society decided it needed some more rolling stock, it was Barry and Ray Lee who produced the green and blue carriage sets which have been the mainstay of the Society's ground level operations since the early 1980's. Barry was never given to showing a lot of distress. When things went wrong the most that could be heard would be "That's a bit of a bother" or "That's a worry".

Barry always found time to give advice and practical help to anyone who needed it. There would be a lot of SLSLS members and many others who would have their own stories about how they have been assisted in some way or another. Nothing seemed to be too much trouble and Barry always seemed to carry on in a very calm, considered manner. The esteem in which Barry was held was well demonstrated by the number of SLSLS members who attended his funeral service, we will all miss him greatly.

To Elizabeth, John, Susan and family our deepest sympathy at this time.  
Vale Barry



## Being an SLSLS Director

This year members will be asked to nominate some new Directors of the Society. To do so, means that someone must be willing to accept a nomination. It is probably a good time to describe what a Director does (or should do) and their legal responsibilities, so the nominee knows what's in store!

There are seven Directors. These Directors, legally, make the important and binding decisions of the Society. Most members would be unaware of the many aspects of running a society like ours that have nothing at all to do with running a miniature railway! The Directors usually do not bother the members with such things, as they usually have no bearing on the hobby they wish to pursue. Nevertheless, unless these things are taken care of, we would not be able to enjoy the facilities we have today.

Some of the matters include searching for appropriate insurance, including obtaining quotes and making sure we have value for money. Managing the finances of the Society including keeping an eye on expenditure. Negotiating with council on various matters including tree preservation issues, and developments. Managing neighbours including fence replacements. Organising the many society members' days, interclub days etc. Directors with special expertise are very valuable in doing some of these things.

Directors have a legal liability as well. While we have Directors Insurance to cover some matters, we still have to act legally as insurance is no protection against an illegal act. This means following the laws of the state including the Co-op rules, by-laws, policies and ensuring the Society complies with the Health provisions for our kiosk, Workcover or AALS Safety Code requirements, conditions of our lease and so on.

In order to fulfill the role of Director, a nominee should be prepared to attend most, if not all, of the Society's monthly Directors and members meetings. They should be keen and have the aptitude to take on projects and arrange purchasing and members to perform whatever is necessary to complete the project. Thus management and leadership of work groups is regularly required and being able to work with people a useful skill. Regular attendance at the grounds is, of course, usually necessary to do such things, although it is acknowledged that sometimes much organisation can be done at home during the week with aspects delegated as appropriate.

No payment is made to any Director. Before any major project is undertaken, approval needs to be given by the Board. Even if a budget is not allocated, some idea of the work and material needed is considered so that the Director can be reimbursed for actual costs. Receipts are always required. Once the Board has agreed on a project, the matter is placed before the members for their approval.

Approval is not needed for all tasks. Those of a maintenance nature need to be undertaken as they become apparent as it is essential our grounds are kept safe, functional and presentable.

Directors have the trust of, and act on behalf of the members and thus need to respect that position and be aware of members opinions and communicate the Board position.

Directors also are at the forefront of all developments in the Society. The ideas and vision of Directors largely directs the strategic direction of the Society. In this respect it is an exciting and worthwhile position to hold.

If you would like clarification on any aspect of this, please discuss it with the current Directors.

## Election of our 2014 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, 4<sup>th</sup> 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 cannot 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
- David Thomas             Director

Please note that two additional directors are required to replace Barry Tulloch and Mark Gibbons.

## Four days of Steam in the USA

By Andrew Allison

When planning our recent trip to Canada and the USA it became clear that there was a concentration of Railroad activity in and around the state of Pennsylvania with plenty of Museums and railways. We had planned to go to Washington and New York, and Eleanor graciously allowed me 4 days of indulgence to drive between those two cities through Pennsylvania and see everything I could fit in! The website [www.steamlocomotive.com](http://www.steamlocomotive.com) was a great tool to use for planning and it allows you to click on the state you want and it gives you a Google map of where all the locos are! I was sad we couldn't fit in a trip out to the East Broad Top railroad but later found out operations had been suspended for some time and no access was allowed to site, so it was a blessing! The route we choose took us up to Strasberg PA for a couple of nights, through farming and coal country to Scranton for another night before heading across to New York.

We stopped midway on our drive from Washington to Strasberg in Baltimore to go to the Baltimore and Ohio railroad museum. Eleanor had looked for some other things to do in Baltimore but couldn't find anything better, so decided to come in with us. It was a good choice, as if you were only going to go to one train museum in America, this could be it.

The Railroad museum is in a covered, brick Roundhouse and other adjacent buildings. It looks absolutely stunning and is a beautiful building. When you go into the museum, you enter a room of 1/2" to 1" (2.5" gauge) models showing the development of the steam locomotive in North America. The models were beautiful and the significant developments were all represented. As well as steam locos, the evolution of freight cars and passenger cars were not forgotten, and diesel and electric locomotives were built to 3/4" to 1" (3.5" gauge).

The next exhibits showed railway clocks and the telegraph. It is often overlooked, but the arrival of a railroad in a town also meant the coming of the telegraph and speedy communication with the world outside that town. The thousands of different local times would all have to be synced to railroad time. There was a big collection of wall clocks and pocket watches. You start to realise the control railroad companies had over the communities in the olden days and why different companies rushed to build a railway to a town first. Not only could they provide (control?) transport but communication, electricity, usually the local water supply and time itself!

From there it was into the roundhouse. Thankfully and in contrast to many other museums on our trip, someone has realised it is nice to see the things in a museum and the roundhouse was light and roomy. Things were nicely spaced out and you could see right around the locos. There were comfortable chairs around the place so you could just sit and admire. The collection of locomotives was significant. The older locos were stored in the roundhouse. There were a few full size, working replicas of significant older locos such as 'Tom Thumb' and Norris type. There were also many early locos from the civil war era arranged as part of a display about the railroad's involvement in the Civil war. This era was certainly a period of experimentation for American builders, with any interesting types and configurations including camel back and what appeared to be reverse hung



Out in the yard at Baltimore, a Berkshire and large compound articulated wait to be restored.



The Allegheny was so huge you couldn't stand back to far enough to fully appreciate it.



**This 0-8-0 is typical of locos during the civil war era.**

Stevenson's valve gear through rockers to outside valves. A free train ride was included in the ticket price. This was bizarre. They had a diesel electric locomotive at the head of 5 air conditioned commuter cars (it felt like going to work!) pushed it for a mile down the line at walking pace then brought it back again. There was nothing to see, the sides of the track were all overgrown with weeds, backed onto old industrial looking area of nothing in particular interest. There was another workshop building out the back which had some of the more modern steam power inside. This was more typically 'train museum' – dusty hulks in tight narrow rows with little lighting! Still, the collection was significant and included 'President Washington' – the B&O Pacific, USRA Heavy Mikado number 4500 which was the first USRA locomotive built and an Allegheny, arguably the world's biggest locomotive. Outside rusting away were a C&O Berkshire and another large Mallet loco. They had a pushbutton operated garden railway layout and a bizarre train ride for the kids. It looked to be 12" gauge, 3 rail train set, controlled electrically from a trackside transformer like a train set. Back inside the roundhouse, there was a Shay and my personal favourite, a large, Camel-back Atlantic locomotive with a Wootton firebox and double firedoors!

One disappointment was that we didn't get to see one loco in the collection, the last locomotive built by Porter, a 0-4-0

**Just a tiny part of the display at the National Toy Train Museum**



saddle tank that is close to identical to the Aubrey Loft's built Porter locomotive. This was kept elsewhere in a workshop with no public access. Nevertheless those few hours were very enjoyable.

We continued on our drive to Strasburg arriving there just before 5pm. Strasberg is right in the middle of Amish country and as we drove through it was fascinating to watch the Amish going about their activities, getting stuck behind horse and buggies a few times! Fields and fields of Corn mostly, but some other crops are far as the eye can see. As well as Amish country, Strasberg is train town. We were staying in the "Red Caboose Motel" – Right next door to the national toy train museum, the Strasberg railroad passes by the door and it is just down the road from the Railroad Museum of Pennsylvania. The motel is a collection of 40 or so cabooses all painted up in different road colours.

**A camelback Atlantic with Wootton firebox built for the Central Railroad of New Jersey. The beautiful roundhouse roof can be seen.**



In the morning I went to the National Toy Train Museum. I almost wasn't going to bother but I am very glad I did. There was no Hornby anywhere which surprised me! They did have some older European and English manufacturers represented such as Carrette, Bing, Bassette Lowke, James Carson, and quite a large collection of Marklin both old and new, but mostly it was devoted to the American Manufacturers, most previously unknown to me. I guess either the Australian market has been so dominated by Hornby or I have never paid enough attention to what was available!

The museum had examples of toy trains from about the 1840's onwards. The earliest were wooden pull along the floor with string. By 1860's some have clockwork mechanisms, 1870's they started making track for them to run on! 1880's live steam started becoming popular but were expensive and pretty much out of fashion by 1920's where Lionel's electric powered sets were becoming the standard and paved the way producing sets in 2.125" gauge, 1 and O. Marx produced cheaper alternative to the expensive Lionel sets. The Museum had well lit displays in non-reflective glass cases, many just on tiered shelving, but there were some shop front displays and layouts in various styles and gauges, from tinplate circle with tin accessories to fully scenic and highly detailed layouts.

Our next adventure was the Strasberg Railroad. This is interesting as it is a privately owned shortline (branchline in Australian) connecting Strasberg with the Pennsylvania Railroad mainline. The first owning company formed in 1831, making it one of the oldest railroad companies in

the world, however the first record of a train running is not until the 1850's. By the 1950's the line had not been maintained or upgraded since the start of the depression and they only had 1 lightweight Plymouth switcher loco that could only pull a couple of boxcars into town. A severe storm causing a minor washout and trees to fall across the line seemed just the excuse the company needed to suspend operations infinitely. (There were laws preventing the line from closing.) In a real Titfield Thunderbolt story, a couple of locals decided this was no good and wanted to run the railway as a hobby. They could not afford to do it on their own and were having trouble convincing others to put up the money to buy it. Eventually they came up with the idea of making all shareholders 'Vice Presidents' of the railroad, and so with 23 investors keen to gain the title of 'Vice president' of a railroad managed to buy it. They found it hard to make the freight traffic pay and eventually decided to try a tourist train. That was so successful the little diesel could not handle the traffic and so they bought a cheap steam engine. And so the story goes on. They are now a successful tourist attraction running an intensive passenger service. They still also pull freight into town and they now also perform contract steam loco restoration.



**Strasberg Railroad's ex-Norfolk and Western 4-8-0 brings another train into the station.**



**Passing a Canadian National 2-6-0 in amongst the corn fields.**

The day we were there they were running two 7 car trains, one pulled by an ex-Canadian National 2-6-0 and the other that pulled our train was an ex-Norfolk and Western 4-8-0. Both locos looked pristine and sounded good with no steam leaks or signs of disrepair. (I believe they have another 2 steam locos in working order too.) The operation was very professional and didn't muck around, so much so that it was hard to get any photos! The trains pulled into the platform, almost as soon as they had stopped they were uncoupled, ran around the train and before you know it they had left again! The 2 trains pass at a crossing loop about 2/3s of the way along the line.

The least professional aspect was the ticket queue. It moved at a snail's pace! They must do memberships at the ticket window as some people seemed to be there for over 5 minutes. We had pre-purchased tickets back in April over the internet for the 12.00pm train so and only had to collect them. We arrived 20 minutes early to collect or tickets and take some photos. Well the 12.00pm train arrived and left before we were even at the front of the ticket queue! We were pretty frustrated but by the time we got to the front of the queue but they were apologetic and said there was no problem with us catching any other train. We had bought 1<sup>st</sup> class tickets (yeah, classy!) and the next departure with the first class cars was at 1pm, so we decided to explore the other attractions around the station. There is a few shops and things, a 15" gauge (or so) miniature railway and also a hand car you can have a turn on. El and I had fun on the hand car and then went for a ride on the miniature railway. It was

pulled by a Cagney loco and strange to think that the miniature locomotive was much older than the other steam locos in action that day. It was good fun and by the end of our trip the 1pm train was in the platform.

We boarded our first class parlour car at the rear of the train. It was opulent with stained glass windows, plush carpets, overstuffed furniture, lounges, armchairs and large picture windows. There was a bar at the end of the car with 2 beers on tap, there was ceiling fans and it was also air conditioned! As it turned out, we were the only people prepared to put up the extra \$10 a ticket for first class and we had the car all to ourselves! As the train departed a waitress came and took our drink order and we started our picturesque trip through the Pennsylvanian Amish farmlands. It was fun to watch the Amish working, they seem to have shunned the car but have no problem with a whipper snipper or a chainsaw! We saw some horse ploughing in the fields, and a horse pulling a petrol powered slasher! One of the things we heard is that when a farm within eyeshot of the railway comes up for sale, the railroad and a local farming cooperative purchase the property to preserve the farmland in the face of ongoing development pressures.

Across the road from the Strasberg Railroad is the Railroad

**The PRR's D16SB type was one of the final developments of the 4-4-0 American type. Piston Valves and a Superheated Belpaire boiler make it look it means business!**





**The PRR G5 class looked to me like a C36 on steroids!**

Museum of Pennsylvania. This was a big museum and was also very good! It ticks quite a few boxes, great collection and cross section of Pennsy stock, good displays, it was light, and air conditioned! The rows were far enough apart that you could stand back to get a good appreciation of what you were looking at. On the negative side, only the smaller steam was restored and inside the building, with locos like the K4, M1b, Berkshire etc all outside, unrestored, most missing parts and boiler cladding. (It looks like they did asbestos removal and haven't put the bits back together). Still, at least they were on display outside in a public area. My favourite loco was the G5 which looked like a supercharged 36 class!

One exhibit that showcased the ice handlers which was an area of railroading I had never thought about before. Their job was to pack ice and salt into the insulated fresh produce cars. Ice was harvested in big blocks from lakes during the winter and stored in storehouses for the summer months. The Ice handlers would size, shape and pack the ice into the rooftop hatches of insulated boxcars in order to maintain the correct temperature for the produce inside. It must have been quite a massive operation in the days before refrigerators! Another fun activity was a room with a large G scale railway that had heaps of locos and wagons and sidings etc. Anyone could come in and run a train, or do a shunting puzzle. It seemed a great way for people to be able to get involved.

The next day we set off on a drive to Scranton, moving from Agriculture country to Coal country. It didn't seem right to just drive there without getting a taste of the countryside we were

**A Canadian National suburban tank loco at Steamtown, Scranton. The impressive roundhouse structure can be seen in the background but unfortunately it is mostly used to house interpretive displays while most of the locos and rolling stock rust away outside!**



driving through. We had found on the internet 'Pioneer Tunnel and coal mine' at a place called Ashland. This was slightly out of the way between Strasberg and Scranton but we decided it was worth the detour. The coal mine at Ashland was owned by the Reading railroad company and contracted to various operators over its life until the great depression, when economic pressures forced the mine to close. The entrance was blasted shut with all the equipment left inside, with the thought that the economy would pick up soon and the mine could re-open. By 1961, the town of Ashland were looking to create some sort of tourist attraction both to attract people to the area and provide some employment. Someone had the bright idea of reopening the mine as a tourist attraction and so the entrance was dug out, the mine re-timbered and it has been running as a tourist attraction ever since.

When we arrived we were greeted with the sight of a Vulcan 3'6" gauge saddle tank loco standing at a water tank on an outrageous curve. The mine tunnel goes directly into the mountain, the track curves around 90 degrees and continues along the side of the mountain to a point where there was a clearing and (used to be) a funicular railway down to the Reading main line in the valley below. The first part of the tour was a ride on the steam train out to where the funicular used to be. The carriages had no suspension (they were converted mine cars) and the track was really rough making for a very bumpy ride!

At the far end, we got out and the driver pointed out a few features to us. There was a haze in the air which he explained is from a mine fire that has been burning since the 1960's a few valleys over. Numerous attempts have been made to put it out, none successful. He also explained about bootleg



**3' gauge Vulcan 0-4-0ST 'Henry Clay' on an outrageous curve at the Pioneer Mine Museum in Ashland, PA.**

mining – during the depression, groups of 3 miners would go up the mountain on the coal company land and start up a tiny coal mine. One would be lowered down in a bucket, laying dynamite and collecting coal, the other 2 would stay at the top sizing and crushing the coal. The coal companies would send out private police to roam the mountains and catch the bootleg miners who would then be thrown in jail. But due to the number of bootleg miners, the jails were over-crowded and as a result the miners would only spend 1 night in jail and then be released, straight away they would restock with dynamite and be back up the mountain! This problem got so bad, as well as the need for coal that eventually they changed the laws and legalised bootleg mining as long as a small royalty was paid to the coal companies.

The train returned for the next part of the tour – into the mine itself. The website had warned to wear warm clothes and they

**The Big Boy was one of the more cared for exhibits at Steamtown, and stands at the entrance to the roundhouse to greet visitors.**

were not wrong! A battery electric mine loco propelled several cars into the mine, ending up 1800ft (550m) into the side of the mountain. The guide took us through several passages showing different coal seams and telling us about how the coal is mined from above using dynamite, so that gravity allows coal to fall into the tunnel. For its working life, the mine used only mules to haul the coal trucks underground out to the steam loco – the mules were company property whereas the miners were usually on individual contracts, or children, so in the case of an explosion or earthquake the rule was very clear – get the mules out first! The tour was quick (all up, just 1 hour) information packed and fun. I think Eleanor liked it even more than me!

When we got to Scranton we checked into our hotel (the old railway station) and then took a couple of hours walking around town looking at the buildings and landmarks that were used in the making of the American TV series 'The Office', which we are fans of.

The next morning I went to Steamtown, based in the old Scranton railyards. A large collection of locos and carriages amassed by an eccentric millionaire who also collected aircraft, guns, and everything else (creating "Edaville"), eventually with the disposal of his estate the locomotive and carriage collection came up for sale and after a series of events was purchased by the Government and is currently managed by the national parks service. This has been the subject of much controversy, not dissimilar to the RTM situation with plenty of cries of waste of government money, misuse, not enough money, displacing volunteers etc. Whatever the politics there seems to be a few things that are well done but the rest is a bit depressing. It is a strange coincidence that it is named Steamtown, as the whole of Scranton felt like Peterborough and Steamtown in South Australia, a declining, pre-dead town hanging onto the railway as its last hope.

Despite the depressing nature of the place the collection was significant and included a Big Boy, a Canadian Pacific Jubilee 4-4-4 and a Canadian National 4-6-4 suburban back tank loco (both rusting away in the yard). After a few hours it was time to jump in the car and head off to New York. All up it was a very enjoyable time and if you are planning to go to the east coast of the US, a trip to Strasberg and the B&O museum would certainly be worth planning into your trip, although I wouldn't bother with Scranton and Steamtown again! We came away with a vastly greater appreciation of US steam than I had previously, and across the full trip managed to get quite a few boxes ticked in the 'US locomotives to see', including a Bog Boy, Allegheny, Berkshire, G5, K4, GG1, and PS4. With my new love of American steam, there is still a few more I would love to see, Norfolk and Western J and A class, New York Central Mohawk, Challenger, Cab Forward and GS4, but will need plenty of time to save up for that trip!

**This Canadian Pacific F1-a 4-4-4 took my fancy. Designed for high speed, short commuter trains, a loco in sister class F2-a held the Canadian Railway speed record until 1976! One timetable for services pulled by these locos allowed 10 minutes travel between Pasqua and Belle Plaine - making the average start-stop speed 99km/h!**



**Andrew's Inspiration on The Ideal West Ryde Loco??**

Last running day I took some stats, the total circuit time was 7 minutes, 2 minutes (almost exactly) in the platform, 5 minutes running. So only a total time of 2.5 minutes out of 7 were powering, and only about 1 minute powering hard. The ability to accelerate quickly would be most beneficial, cruising speed of 1" diameter per mph means a wheel around 5" diameter is all you really need for 8km/h.

Looking through our photos of the models at Baltimore museum, came across this loco. Norfolk and Western S1A. The last steam loco built for a USA railroad. Basically a modernized USRA 0-8-0 switcher, extra pumps, higher superheat, bigger welded tender, smokebox throttle, secondary air over fire jets, low water alarm, massive steam passages.

In the past I had equated Switching traffic with shunting, but I have learnt that this was pretty much a minor part of the role, the main idea was moving long trains between adjacent railroads. This might tick most of the boxes??

In 1.125" to the foot, 7.5" diameter boiler, 4.8" diameter wheels, 2.3" x 2.625" cylinders, 16.875" wheelbase.



No wasted wheels, and the tender looks made for sitting on! Works out a bit more powerful than the V.





Above; Mick Murray and the Shay on a good load on the inner main on the November running day.  
 Below: David Thomas on V1224 and an obviously light load parallels John Hurst and Nigel Gresley on the elevated railway. John's train has John H -grandad, grandson, son-in-law, daughter and wife Christine. And a couple of other non related passengers!



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**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.*