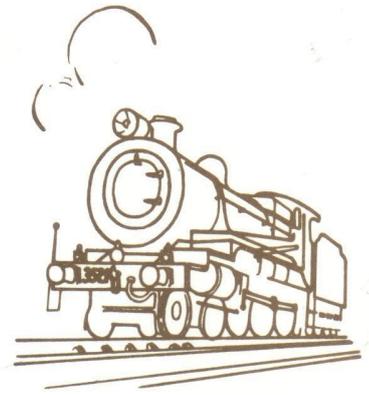


Sydney Live Steam Locomotive Society

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

'Newsletter'

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Garry Buttell with his newly acquired 3658 during trial running on the elevated during December 2014. It has since performed well on running days.

November Running Day, 2014.

This was our Redkite Charity day and fortunately the weather was much kinder than the previous day. The Friday had been a real scorcher with some suburbs recording temperatures in the low 40's. We had mild conditions with some cloud and even a nice breeze, what a contrast to the day before. At work early in the day were Barry M, Vic, John and Arthur as well as Graeme K. As others arrived they also were involved in the various aspects of the preparation of the grounds to ensure we have a good afternoon.

Previously Martin D had changed some of the dimmer LED's in the signal box with brighter ones to have the

lights stand out more clearly in sunlight. They turned out to be too bright under normal conditions so before lunch Martin changed two of them back to the normal ones that had been in use for some time. These were satisfactory and the rest will be replaced in due course.

As it was our Redkite Day there were four of their volunteers, they helped Bernie on the gate and two of them went round with collection buckets. At the end of the day they informed Warwick that they had enjoyed a good day!

There was a new locomotive combination running on the elevated for this running day. Simon with the 0-6-0 "Simplex" was double heading with Garry and 4-6-0 B1



2401 shunts the Old Girl and train from her display position in the outer main siding back to the sheds at the end of the November running day.

“Impala” on four blue passenger cars. Nick was guard on this train. Also running was the long train with John H, 2-8-0 “Nigel Gresley” leading the 2-8-2 heritage Mikado with Arthur at the regulator. John L was guard on this train. Nick had his 4-4-2 “Maisie” in steam before lunch and enjoyed a very good run. John was planning to give Z1915 a run but a series of water feed problems saw the fire dropped before venturing out of the depot. That was when he made himself more useful acting as guard for John and Arthur.

Warwick had V1224 WAGR 2-8-2 running one train, the Pullman set, on the inner track with Tony E acting as guard. The second inner train was hauled by the Wolgan Valley shay with Mick at the regulator. Geoff Olsen was guard on this train for the afternoon. Dom M gave Tony a spell from guard duty during the afternoon and Brad (prospective member) was station master for the whole of the running time.

Ross Bishop had Fowler “Toneya” 0-6-2 running one of

the outer trains. Ross was in steam early and towed “The Old Girl” and wagons out of the shed and shunted them into siding to be on display for the afternoon. Following that shunting exercise Ross ran a test train, loaded with suitably heavy members, over the track that had been repaired at the level crossing. Mick assessed the trial and all was well for the afternoon. The Fowler ran well with Ross at the regulator till about 3.00pm when the cars were stowed and the locomotive prepared to go home. The second train had Graeme’s 2401 pacific leading Lionel’s TGR R class 4-6-2, with Mark G doing the driving. Lionel and Ray were guards on this train while Jim M had been guard for Ross. When Ross finished running the other train continued till the end of the day. Outer station master was Peter D. Ray L steamed his VR A2 4-6-0 early in the day but it stayed in loco for the afternoon. David Thomas was the track superintendant for the afternoon and the signal box was attended to by Barry M and Martin D.

Another November scene with Simon and Simplex leading Garry and Impala. Nick is guard. Photo John Lyons.



The canteen was looked after by Elizabeth, Diane, Joy and Sheila Dewhurst while Emily was available for first aid. Peter W was our ticket seller, Bernie and his Red-kite helpers looked after the gate. There were the usual party groups, one had a definite railway theme, all the children had Casey Jones scarves and the "Train Master" handed out tickets. The total of rides for the afternoon was 2298 which was some 200 above the November average. As I mentioned earlier we were lucky that the day was rather pleasant and while there were enough locomotives on hand a few more members would have better shared the work load.

December Running Day.

The first running day of the summer season was fine, sunny and not too hot, rather pleasant conditions for our activities. In recent years on the December running day we have had the local child care centre hold their Christmas party at our grounds setting up shop at the top end on the grounds adjacent to the elevated station. This location provided a steady supply of passengers ensuring that the elevated railway was busy all afternoon. This year they had other plans and we thought that we may have a rather easy time. We were wrong! To fit in with the spirit of the Christmas season Neal and Jo-Anne had spent some time putting up some decorations to give the grounds a touch of Christmas spirit.

There were a couple of party groups setting up before lunch. Our preparation was attended to by Barry M, John and Arthur H, Vic, Mark and Graeme K. I checked the vegetation clearance for the elevated track and attended to some other minor trimming, there had been considerable growth in the previous week after the great job the gardening team did the week before. Warwick spent a short time painting some of the level crossing gate parts with metal primer.

Before lunch Nick's blowfly boiler was given a hydro-static test and all was well. Nick was well prepared arriving with the boiler already filled with water. Ray L had a

test on his C3112 and it was passed. Ray, that ticket will last till the end of 2018! Steve Border set out a display in the elevated loco depot of work completed so far on parts of his VR K class 2-8-0 tender locomotive. Very nice work and the K will be a good sized model locomotive when completed.

Mark Gibbons had taken delivery of the disks of the late C.W.Gunning films plus some other archival footage. These are a real treat to watch, so many memories; locomotives, tracks, people and fashions of times past. Mark has started handing these out, if you have not got yours yet get in contact. A big thank you should go to Mark for the time and effort he put into getting this historic material converted into a digital format we can all share. Martin D did some work on the elevated signalling box and they operated well all afternoon. Martin has put in a great effort with this signalling project and when completed it will be much more reliable.

Ross prepared 0-6-2 Fowler "Toneya" early and was out running on the inner main before lunch. When Ross had



Thanks to Jo and Neal (seen below with friend) who decorated the grounds for our Christmas running day.





**Above: Foundation Member Alan Mackellar observing the December proceedings with Jim Mulholland.
Right: Garry Buttler and 3658 leads Nigel Gresley and John Hurst on the December running day.**

to leave the grounds for a short time David and Nick were left in charge enjoying a few laps of the track and the responsibility of attending to the fire and water levels. The Fowler was eventually coupled to the green set and with Tony E as guard settled into a good afternoon's work. Warwick's WAGR V1224 was hauling the second train on the inner track. Andrew was driving early in the afternoon with Greg Croudace riding as guard. Station masters were Graham T and Ian Tomlinson. Mick had the Wolgan Valley Shay hauling one of the trains on the outer main with Geoff acting as guard. The second train was double headed with Graeme K's 4-6-2 2401 as train engine and Ray with C3112 in front as pilot. Martin Y was guard on this train. They ran very well till about 2.30pm when Ray returned C3112 to loco to prepare for an early departure. Graeme continued with 2401 using all of his professional driving skills to manage the train on his own. The Shay was running well but after Geoff made the

comment that it could haul anything there was a problem. The Shay failed on the bottom curve. A good number of members assisted in getting the train back to the station and the Shay was returned to loco. Initial impressions were that an eccentric had slipped. This left only one train on the outer and with Graeme and 2401 set to finish running at 3.00pm there had to be some imaginative train allocations. Warwick's V 1224 stowed its cars back in the inner carriage shed, returned to loco, was turned on the turntable, returned to the track and coupled up to Graeme's train. Warwick drove the loco for the last hour or so with Martin Y acting as guard. This was the first time in recent memory that the V has run in revenue service on the outer! Arthur had the heritage Mikado in light steam in the elevated loco and transferred to the ground



**Bernie Courtenay and Blowfly on a light load during the December running day.
Photo John Lyons.**



level where he coupled up to three cars to bolster the service on this track. Station master on the outer was prospective member Brad W with assistance from Peter D. For the second running day in a row we saw a new locomotive combination on one of our trains on the elevated track. Garry B had his recently acquired 5" gauge C3658. This is a very impressive looking locomotive and it is always good to see a NSW prototype on our tracks. As the locomotive is not yet fitted to run vacuum brakes the C36 was coupled in front of 2-8-0 "Nigel Gresley" as train engine with John H at the regulator. The two locomotives ran well all afternoon except for a strange mishap late in the afternoon. The train was running down the grade behind the club house where a trailing bogie on

one of the cars derailed and an end board was damaged by catching on one of the straps supporting the anti-tip rail. There were two single car trains running with Zac Lee running his B10, 2-6-0, on one and Bernie on the second with his 0-4-0 Blowfly. Both locomotives did well. Bernie has up-graded his riding wagon with new bogies and an electric pump to transfer water from the riding car to the side tanks. Helpers on the elevated station were Joe, Luca and Bejo, a young visitor from Switzerland. Nick and myself were guard on the double headed train. The 36 and the "Gresley" looked good running together. It was an interesting contrast in size of the locomotives with the C36 accentuated by its larger loading gauge.



Zac Lee and the B10 in its new crimson livery working uphill in December.

The train loadings were very variable during the afternoon with the elevated seeming to run full carriages most of the time. On the ground level we would see one train with only a couple of patrons while the next would be almost full. We gave a total of 1581 rides which may have been improved if we did not have our dramas. This gave us an aggregate of 25,344 rides for the 2014 calendar year an above average figure but 3000 or so below the highest figure. We did not miss any running days but some were affected by the prospect of poor weather.

Ticket seller today was Peter Wagner while David Thomas and Jo-Anne did the gate. Neal B was Track Superintendent. In (and about) the signal box we had Mark Gibbons, Barry Millner Steve Border, and Martin D. A couple of minor signalling problems were investigated and listed for work before next running day. In the kiosk a good turn up with Elizabeth, Diane, Joy, Margo, and Kim, with Emily standing by with (unused) First Aid.

January Running Day.

This was a very good day even though the temperature was much higher than the forecast had indicated for us.

The heat was tempered by a reasonable breeze that kept the flags flying and made the afternoon reasonably pleasant. At the grounds early before morning tea to help with the setting up were Barry M, Vic, John and Arthur H and Geoff. Graeme K, David T and I did the rounds of the track checking clearances and clearing the running tracks of leaves and any other debris. Martin was able to show us the first part of the signalling rack he is working on. Nick was

Diary.

3 March	Directors Meeting
7 March	Members Day
21 March	Public Running Day
3-6 April	AALS Convention Penfield SA
7 April	Members Meeting
18 April	Public Running Day
5 May	Directors Meeting
16 May	Public Running Day and next newsletter!

Other SLSLS Diary Dates for 2015 have been set as follows:

6 June	Presidents Breakfast
11 October (Sunday)	Family Day
31 October / 1 November.	Small Gauge Day/Weekend
5 December	Christmas Party (includes West Ryde Neighbour Centre for lunch.)

We have been requested to be part of the City of Ryde Guided Walks on Wednesday 8 July this year. We took part in this last year and it was a good day with us only needing to be in steam around the middle of the day.

NB: Check AME for a full listing of events of other clubs.

During the December run Arthur answered a request for assistance on the ground and so here we see the heritage 2-8-2 passing V1224 also unusually on the outer platform.





Another December scene as Andrew and V1224 on a full load passes Ross Bishop and Toneya. Geoff Olsen and Tony Eyre are viewing proceedings.

first out on the elevated with "Maisie" and it was running very well. Nick is becoming very competent as a driver and had the locomotive running at speeds that the full size 4-4-2's would have attained on the UK's ECML 1920's! If we wanted to describe our motive power today in colour it would be five shades of green and deep royal blue! We ran two smaller trains on the elevated today. Garry B coupled his C3658 4-6-0 to two passenger cars and a guard's van with Nick acting as guard. Quite by accident Garry and Nick had matching uniforms. The second train of three cars and guard's van was hauled by Arthur and the Heritage 2-8-2 Mikado. I spent most of the afternoon riding as guard on

Nick takes advantage of a morning run with Maisie before the January public run got under way.



Arthur's train. John H left 2-8-0 "Nigel Gresley" in loco on standby and after getting things started on the elevated ventured down to the ground level for the afternoon. In consideration of the heat I put a bag of ice in my esky and a pack of bottled water, drinks on ice and ice for the tenders if the injectors started to struggle. Mid afternoon Zac Lee took Nick's place for a while and then did the same for me.

This allowed me the chance to organise afternoon tea for all the elevated workers. We started a new system for the tea. Rather than trying to remember who ordered what, we just get all black tea, have milk and sugar and a stirring spoon with us and easily individualise everyone's requirement. So simple so why did it take us so long to come up with the solution??? Brad was station master and did very well all afternoon. Garry was quite happy with how the C36 ran for him, this was the first run on a train of its own. Late in the afternoon there was a lull in passenger numbers and Garry returned his cars to the carriage siding. Patronage picked up again and Arthur ran a couple of "last" trains to finish off.

Running on the ground level we had four green locomotives. On the outer we had C3901 4-8-2 "Green Machine" hauling the Central West set. Jim and Dom shared the driving and guard's duties. There was an incident on one occasion leaving the station where some of the wheels finished off the rails. Apart from that incident the locomotive ran well all afternoon. The second train on the outer was the blue set hauled by Ray Lee with C3803 and Martin Y acting as guard. This train was given a rest mid afternoon and then returned and ran till the end of the day. Ian Tomlinson and Peter D manned the station.

On the inner main the Pullman set was hauled by Warwick's WAGR V1224 2-8-2. Warwick drove till about 3.00pm and then David T took over and ran through till the end of the afternoon. Bernie was guard early and was later replaced by Graeme K. Ross Bishop ran the green car set with 0-6-2 Fowler "Toneya" doing the hard work. The locomotive ran well all afternoon; Neal and Jo-Anne shared the guard duty. Station attendants were Geoff, David T, Wayne, Neal and Jo. John Hurst was guard on one of the GL trains, I cannot remember which one but I am sure it was one on the outer track! Track superintendent was David Lee and with everything running well he found time to replace a blown signal globe and reconnect a broken wire. Peter Sayers was our gate keeper today and had a relatively easy, if not hot, time after the initial influx of visitors. The grounds looked very colourful with the ticket office gar-

Duty Roster..

March. J.Hurst, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, M.Yule, R.Bishop, J.Abate, G.Olsen.
April. A.Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffa, J.Tulloch, M.Dewhurst.
May. M.Murray, A.Allison, W.Fletcher, M.Gibbons, G.Kirkby, B.Muston, J.Noller, P.Sayers.
June. W.Allison, N.Amy, P.Brotchie, G.Buttel, S.Collier, B.Millner, V.Sciicluna, G.Tindale.

Gate Roster.

March. John Noller. **April.** Ian Tomlinson. **May.** Graham Tindale **June.** John Tulloch

den in bloom and the crepe myrtle trees in glorious colour. During the afternoon in the signal box we had Barry M, Martin D, Steven, Mark G and even Warwick, enjoying the air-con! Peter W was our ticket seller assisted by Margo. We gave 1198 rides which was 100 more than the January average. Considering how hot it was, we did well... The loadings for the afternoon were very variable with some trains with only a few on board and then very full ones.

In the kiosk Diane, Margo and Gai were helping. Gai did very well as she is recovering from a knee operation and is still on the road to full recovery. Emily was on hand to dispense some first aid but nothing resulting from a railway incident. Thank you to all who assisted to make the day a success.

SLSLS Christmas Party.

It was not promising weather wise but the impending deluge did not eventuate till after 5.00pm. Early on there was a clean-up of a huge amount of bark and leaves mainly on the ground in the GL locomotive depot. We had Barry Potter and Roger Kershaw visiting from Orange. Barry had the Z24 class locomotive and tender that he has been working on for display. What a lovely display of craftsmanship, inspiration for all of us!

Bernie had his SMR 10 class for a steam test conducted by Andrew. This was successful and Bernie transferred to the outer ground level track and coupled up to a couple of cars for running trials. The 10 class ran as well as ever. Ross B then coupled up his standard goods D5148 in front of the tank engine and they went for a good run. They finished their run mid afternoon. Warwick carried out a hy-

Arthur and the heritage 2-8-2 works uphill on 3 cars in January. John Lyons is guard.



Editorial

We start another year with the Newsletter printed in full colour for the first time. It has been in full colour in the on-line version for some time now and there have been only a couple of full colour copies produced, usually accidentally. Of course while in full colour there is one B & W photo and another first, one of the photos has been photo-shopped. (I promise that we will not descend to the depths reached by the tabloids and glossy women's mags with photo-shopping).

With the input of all members the Society can look forward to another successful year of model engineering and ground improvements and maintenance.

John Lyons

Christmas Party Scenes





Simon having a run with the B2 on New Years Eve.

dro and steam test on 4-4-2 CC-79 and then on the inner main ran a short train consisting of riding truck, S, CW, PV, BF and HG. Andrew had the initial run then David J. The CC was the last locomotive off the track and ended up having a good wash!

Nick gave "Maisie" a good run on the elevated and was able to couple up his new bogie passenger car and take some passengers. Simon and David J enjoyed a drive of the Atlantic. John L steamed Z1915 and had some laps with the grand children. John managed to be back in loco and packed before the rains came. John H ran "Nigel Gresley" on the elevated with a long train of cars and then light engine with a special seat on the tender for the purpose of indoctrination of the Hurst grand children.

Some of the BBQ'ing was done under the protection of umbrellas as the sky darkened and the rain came down. Tea was never the less enjoyed by all present. There had been about 50 people present through the day and 30 or so stayed on for tea. Despite the late rain it was a great day.

New Year's Eve Run and BBQ.

Weather wise a lovely night indeed. Quite a few took the opportunity for a run with Garry Buttell and C3658 out early

David Archibald with his P class in loco on New Years Eve.



Our New Years Eve celebration!

on the elevated. Ian Tomlinson also had the Maid of Kent getting a good run. It is certainly running well. He had his grandkids; they certainly seemed to have a good time on the outer main. Simon had the Simplex going on the inner, while visitor David Archibald had C3214 out for a short run, truncated by a leaking clack.

David T brought along his S class in a search for leaks. Plumber Extraordinaire Neal found a suspected crack in the superheater bend into the fitting. Fortunately, probably the least problematic of the possible problems. David was also very proud of his scientifically arranged air blower. A description for the newsletter would not go astray David?

Nick ran Maisie and David J and Bejo had some fast runs. Bejo had his sister and mother there also. Warwick had early dinner and then steamed up the B1. This developed a blow in the left side, so off to the shops, (but it didn't stop it going!) As well we installed some new T irons to repair the western elevated retaining wall while Simon pruned the Roses!

Brian M cleaned the BBQ and then did a great BBQ fire preparation. Around for dinner were David and Mandy, Neal and Jo, Simon, Sue and Simon's brother and wife, Brian M, Kim K, Gai and Graeme.

Works Reports Grounds.

David Thomas is eternally working quietly around the grounds. The display through spring and summer is a result of his efforts. As well Simon looks after the ticket office garden, and while it is a lottery if the roses display on running day, they are there for the members appreciation! Sheila Dewhurst has commenced a makeover for the garden around the clubhouse. This difficult area gets no water and even less attention. Now things are changing! Sheila has worked hard on the garden along the clubhouse and this has now been cleaned out, improved and some nice natives planted. We are submitting an application to council for the removal of the peppercorn tree opposite



It's the 3rd January and watching a hydrostatic on David Thomas's S class is the thing to do!

From left: Simon, Garry, Emma, John, Zac, Jo and Neal.

Election of our 2015 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, 3rd May**.

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

Details of all nominees will be provided to all members with the formal Notice of Annual General Meeting, sent a few weeks before the meeting itself. Should there be multiple nominations for any position, then 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	Neal Bates	Director
Ross Bishop	Director		

Garry and 3658 has Nick as guard as he runs a short train during the January running day.



the clubhouse as this is affecting the retaining wall (it has already moved out of line) as well as increasing corrosion of the track.

Mick has attended to tidying up the shed while the old flood lights were put out for council clean up, they were gone in 5 minutes!

Some degrading concrete at the entrance bridge was patched up by Andrew, Zac and David J.

Elevated Railway.

Nick and David J painted some white flags on the elevated track for the previously determined metreages to be marked on. (They put plenty of paint around and finished off painting the works vehicle too!) Numbers are being placed on by using a paint pen. This works well. They are on the outside of the beams, generally not visi-



**Above: The crew survey their fixing of the concrete path!
Below: The elevated markers.**



**Above: Fixing the elevated stub point;
Right: Glenn Scott painting the level crossing gates;
Below right: John Lyons tack welds the support brackets before final erection of the new gates.**

they were difficult to orientate. One needed a new footing and some concrete and a brick was the solution. The other was able to be mortared.



Level Crossing Gates:

John L has led the way with work on the level crossing gates. he has been helped by a number of people at various times including Vic, Neal, Glenn, Andrew, Nick, David J, Warwick, Jim L, Brian M and Jim M. Since the last newsletter all the straps have been made and drilled and painted and fitted to the



ble to the public. This numbering will be an easy way to identify areas where work is needed.

John and Arthur Hurst have carried out repairs to the elevated carriage that had the end board damaged in a most unusual derailment Mick and Ross have attended to the eastern elevated stub point, welding up the rusted pad, adjusting the alignment and greasing all bearings. It now operates very freely!

With a recent recording of elevated track parameters two dropped beams were discovered where the track was actually suspended. Andrew, David J, Warwick and Zac used a hammer and chisel to remove mortar between the beams and after much tedious wriggling got them into approximately acceptable positions Use of a hydraulic jack lifted the beams but





**Above: Jim M, David J, Zac and Andrew attend to rust removal on sleepers on the outer main west side.
Below: Ross B and David J attend to levelling the formation on the outer main, eastern side.**



gates. which have also been painted. They certainly do look good with the black strapping on the white gates. Jim M put his detective skills to good use and found a dropped 8mm stainless nut in the long grass. The nut had escaped as we were fitting the hinge straps. On the Saturday after the January running day John L and Warwick cut the post material to length and John welded the caps to each post. John fabricated the caps at home using some scrap plate we had at the grounds. Later in the afternoon Warwick cleaned up the posts and caps with an angle grinder. Paul B and Peter D took care of welding of the threaded hinge blocks to the posts. After more welding by John L , Brian K and Paul B, the gates were finally fitted on 7 February!

Ground level railway.

Brad, Nick, David J, Brian M and Warwick removed some outer main track panels that were showing some signs of corrosion under the sleepers, just past the inner main carriage shed. These had the sleepers chipped clear of rust bubbles, ground clean and coated with rust converter then some red oxide primer. One sleeper fell off so fortunately David Lee was on hand to source a new sleeper and weld it back on. The track was reinstated with the additional help of Zac and it certainly sits a lot better. On another occasion a further 5 panels of outer

main track received the same treatment. Thanks to David J, Nick, Brad, David T and Andrew for assisting. On a third mission Jim M assisted Warwick to remove a further two panels of outer main track on the western side. We discovered the club drill doesn't have a reverse function! Fortunately Jim M has strong wrists. The rust was removed from beneath the sleepers which were then rust converted, and then primed. Track replacement was assisted by Jim M and David J.

Ross and Warwick were joined by Nick and David J and removed about 15m of sunken track on the outer main past the inner main carriage shed, providing some road base fill. After levelling, the track was replaced and re-ballasted and should give a smoother ride.

Peter D repaired a loose brick at the outer main carriage shed retaining wall.

Signal Box.

Martin D has changed out all the super bright and dull LEDs in the signal box and these now all look as new. A consistent, nice looking job. Martin has been designing the elevated signalling box replacement and now has all the equipment and has started on building it. He has also

Brian M and David working on the B wagon.



The 3658 Story

Garry Buttel brought along his latest acquisition for a trial steaming after David T did a house call test earlier. C3658 is certainly an impressive loco for the elevated track. No doubt we will see this in regular attendance on running days. He is working on some improvements and is tinkering with the whistle, and is looking to get a better blast!

C3658 was owned by Dick McCarthy, Galston club, and had been built by Dick with help from his cousin Laurie Groves. Dick had retired in 1986 and his cousin Laurie, a machinist, was not working because of ill health. Dick took Laurie to SLSLS and asked Laurie if he would like to build a locomotive. The answer was yes and so Dick went to Ernie Winter and purchased the plans and castings for \$650.00. The locomotive was constructed over a period of 13 years while coping with some major health problems.

been investigating tracing some signalling wires and some missing volts.

Loco & Rolling Stock News.

Andrew had his 21 class wheel casting for show and tell. Jim M has had Pansy along for a boiler test which was officiated by David T. Brian M has shown the bogies for Nick's bogie wagon which he has worked on. Andrew brought along his O gauge Mollyette and gave it some steam trials after a boiler test officiated by David T. Andrew and David also had a look at Nick's Blowfly boiler and this has now reached a satisfactory state after much work by Simon. Paul Brotchie brought along his O class chassis on which he has been making very good progress.

David had his South Australian S class loco in loco attending to some mysterious leaks. This is very close to steaming. David T had a look at Warwick's 36 class boiler, as Andrew and Warwick have obtained the steam loco collection from the late member Peter Bradley's estate. There is certainly work to be done! Later Andrew brought along the Heisler, from the Bradley estate for an exploratory test on water. While the boiler and clacks appear tight, the various fittings need some attention. David T officiated which included lying down on the ground under the loco!

After lunch Nick and David J gave the service flatcar a coat of Carriage Red to improve the looks!

Brian M has been providing some wagon parts for David J and is supervising him in the construction of a wagon chassis, a B wagon.

Members News

There was a members meeting last Tuesday and we welcome Paul Brotchie and Geoff Olsen as full members of the Society! The members also agreed that the newsletter should be printed in full colour. This is the first! The West Ryde Neighbourhood Children's Centre has requested a special day next year for 300 (or so) people and we have offered them the first Saturday in December for them which would be followed by our own Christmas Party in the evening. Neal and Jo are arranging some Christmas decorations for the running day (helpers welcome!) We have received our exemption from Total Fire Bans (unless catastrophic) and members are requested to make themselves aware of the regulations, they are on the notice board.

Mick also advised that Scott & Kristy now have a new son, Aiden. Congratulations!

Brad Wilkinson and Glenn Scott have submitted their membership applications. Brad is building a 422, while Glen has a C38 class. Make sure you make them welcome if you see them around.

Feature

Eraring Power Station Rail Unloader Upgrade

by Peter Lyons

Eraring Power Station commenced an upgrade to its rail unloader back in November 2013. The project involved the installation of a more automated means of unloading coal trains. This also enabled the power station to receive the 100 Tonne Carriages fitted with automatic unloading equipment. Possible future upgrade of the unloading loop to accommodate 30 tonne axle load trains is under consideration at present.

The Eraring rail loop and coal unloader was commissioned in the early 1990's as part of a long term coal supply contract with Ulan Coal. The unloader was operated and maintained by Ulan for the length of the contract. Eraring Energy assumed ownership and operational control back in 2010 when the supply contract came to an end.

The Eraring rail loop itself diverts from the Newcastle – Sydney "up" main line between Awaba and Dora Creek. This is at the top of the famous "Hawkmount" grade. It is interesting to note that the eastern extent of the Eraring unloading loop passes some 25-30 metres above the alignment of the old Awaba – Wangi Power Station Branch line, which closed in the Mid 1980's.

The unloading facility comprises a series of 8 unloading and storage hoppers capable of receiving a train load of coal. Two overland conveyors then send the delivery up to the Eraring coal handling plant for

Vale Brian Rawlinson

John Lyons was advised that Brian Rawlinson has passed away. He developed a chest infection and passed away peacefully. He was 87.

Brian joined the Society in 1978. He was Maths head teacher at Parramatta High for many years and had been acting deputy principal from time to time. Brian's mathematics skills were used in setting out the coordinates for the construction of the jig for making the curved track section. His interest in Model Engineering produced a Blowfly, now owned by Brian Kilgour.

He was a regular at the grounds and was always involved in whatever work was taking place, as well as being a regular signalman.

He moved to the UK to live with his son in late 2011.

Several of us maintained an email correspondence with him, as he retained his interest in the Society. He was very impressed with the size of Garry's C3658 running on the elevated and had emailed photos of Mick's Shay probably before its fire was dropped on its first run at the grounds.

Warwick received this message from his son John:

I just wanted to say a big thank you to you for sending this lovely email to your club members. This means a lot to me. The collage of photos looks wonderful and sums up Dad's dedication to the club perfectly. Many thanks once again,
John Rawlinson





**Left:: View from the control room.
Above: Close up of the trigger device.**

storage or direct use.

The “Kwik Drop” unloading system comprises a series of pneumatically operated trigger devices placed along the length of the unloading facility. There are eight open trigger devices. At the exit end of the unloader are two close trigger devices – these ensure all carriages once unloaded have their doors closed upon exit. An ultrasonic sensor measures the level in each hopper, and will contribute to the automatic control of the loading process, closing triggers upon high hopper level and distributing the train load evenly across the facility.

The control system is PLC based, with a scada interface for

the operator to test, set and monitor unloading progress. Unloading remains a semi-automated process. The unloading staff may manually intervene to arm or retract the trigger devices if there are issues during unloading. For instance, wet coal or terribly poor quality coal can cause flow issues and overflow spillages must be managed.

The trigger devices retract below rail level when not in use. In the raised position, they provide a contact surface for the coal hopper door lever to strike and open as the train moves through the unloader.

Commissioning commenced on Wednesday 20th November 2013 with a specially arranged Southern Shorthaul Railroad train hauled by two fairly new “CEY” class locomotives and a small string of Bradken Built PHTH coal wagons. On the 22nd of November 2013, a fully loaded train was unloaded and the new system was tested in anger.



Left: Coal flowing from the wagon, through the hopper protective gratings. Wet coal causes numerous handling issues.

Below: One of the new open trigger devices prior to installation. When in the catch position the right hand end will pop up.

Scenes from the Past



Above: It 's fairly obvious that Arthur Hurst has been driving locos longer than most of us! Photo from the Hurst collection.
Below: Ron Larkin and his Simplex leads Jack Logan and Netta. The elevated nature of the track is substantially more than today! Photo courtesy Barry Millner.





David Thomas and V1224 makes a scene as they drift downgrade with a light load under the flowering crepe myrtle trees on the January 2015 running day. Below: Ray Lee departs the outer main station with 3803.



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To ride on the trains, enclosed footwear must be worn.