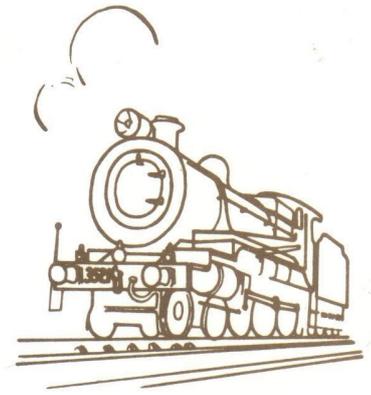


Sydney Live Steam Locomotive Society

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

'Newsletter'

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Arthur's recent acquisition, an 0-6-0 Butch. It is a sturdy little loco seen here undergoing trials prior to the December running day.

November Running Day.

This was our Redkite running day. It was certainly a relief that the southerly change came through the Sydney region on the Friday night as we would not have been happy with a repeat of the 40+ degrees C of the previous day. We had a cool day with a hint of drizzle in some suburbs as we travelled to and from the grounds.

Barry Potter, Roger Kershaw, Greg and Les Bird travelled down from Orange for the day with three locomotives between them. Barry had D5915, Les his Z27 and Greg the green C32 "Macquarie".

In the club house James S showed off more work on his Z26 class chassis with one of his completed axle boxes

and the first stage machining of one wheel. He is making spectacular progress. In the elevated loco Ray L demonstrated his C32 class chassis running with ease on compressed air. Ray has included some interesting features into the design of the chassis. Paul B also showed his NSW "O" class 4-6-0 chassis now fitted with the cylinder blocks. These are split blocks that also include the smoke box saddle.

A couple of party groups set up their selected areas before lunch time and we had some representatives of the Redkite group with their banner on display. Two of the Redkite volunteers assisted on the gate while four others roamed the ground with collection buckets helping raise

Garry Buttel and Impala lead John Hurst and Nigel Gresley while entering the elevated station during the November running day.



was guard for the other train. Paul B was station master. On the inner ground level track Warwick had 2-8-2 V1224 in steam on one train, the Pullman set, with Andrew driving for most of the day. Geoff O was guard on this train. The second train was hauled by Mick with the Wolgan Valley Shay. Into the afternoon the Shay experienced some steaming problems and was run into the head shunt. The fire was eventually

some extra funds for their cause. Warwick had collected the steel pit cover during the week so this was installed with an additional angle support bolted in to allow the timber and mesh covers to be removed. Still a little tidying up to be done, but it all looks very nice. Ian Tomlinson suggested we should use the space to establish a RRR! (He would be barista, presumably between trains!) Many thanks to Matt Lee who has provided us with an air filter for the compressor. Neal B will be attending to fitting it! Hopefully this will attempt to remove the water we currently have in the air line. With the three locomotives from the Central West our running roster for the day was very good. On the outer main D5915 2-8-2 ran train engine with C3239, 4-6-0 pilot. Barry P was driving the 59 with Greg in charge of the 32. During the afternoon Roger assisted as relief driver. The second train running on the outer was hauled by Graeme K with 2401, 4-6-2 train engine and Ross B and his 2-8-0 D5135. Both outer track trains ran well all afternoon. Ross had run D5135 on the elevated track before lunch giving some of his visitors a taste of passenger hauling. Max was guard for the Orange drivers and Graham T

dropped. The V class continued to provide the service till the end of the day, with only one train the queue was rather long for a time. At the conclusion of the day's running the V class returned its carriages to the shed and then with James S at the regulator transferred the Shay's car set to the shed and then the Shay to the loco depot. There were several comments about the size comparison between the Shay and the V class. They are both the same scale, showing how big the Shay actually was. Ian T and Evan assisted on the inner station and may have had a turn at guard duty during the afternoon.

There were some interesting running combinations on the elevated. Our long train saw Garry and the B1 4-6-0 "Impala" running pilot with John H and "Nigel Gresley" 2-8-0 as train engine. With John L and Bernie sharing guard duties the train gave good service all afternoon till late in the proceedings there was a brake failure. The train was run into the loop and the problem car noted but with the crowd thinning and the lateness of the time the cars were returned to the carriage shed. A second train had Les Bird from the Orange depot running 2-6-0 Z2705 coupled to the blue car set and Simon driving Nick's Blowfly, 0-4-0, leading. They enjoyed a good afternoon's run. There was as well a triple header for a short time with John T and the J class 2-8-0 running in front of Zac Lee and his B10 2-6-0 and Paul with the 0-4-0 Hunslet. When John T returned the J class to the ground level depot the B10 and the Hunslet continued till the end of the day. Nick was guard for the train with his locomotive and Brad was guard for the other. Arthur assisted at the station. At the conclu-



Another November scene with Mick and the Shay drifting down hill on the inner main. You have to be on the outside to see the works!

sion of the passenger running Evan steamed his "Simplex" for a run and Zac enjoyed an extended run till about 8.30pm!

David Lee set up his laptop again at the bridge this time helped by Sandy, Brad Wilkinson's father, to test the wheel counter under running day conditions. There were a couple of strange unexplained outcomes, but generally it seemed to work well when Warwick was there.

In the Signal Box we had Mark Gibbons and Martin Dewhurst controlling the ground level running from the signal box. There was one signalling drama when 44 points failed in reverse. The problem was traced to a defective contact on the back of a plug in the cradle relay. Removal and re-insertion of the relay solved the problem!

Track Super was David T and in the kiosk we had Elizabeth, Diane, Margo and Kim with some help from Julie as well. Peter Wagner sold tickets and Andrew's turn on the gate was covered by Jo-Anne, and for a while, Neal. Redkite volunteers were there all afternoon as well. We did 2415 rides which is above average for November and made a good result for RedKite.

December Running Day.

A very hot day for our last running day for 2015. It was not quite as hot as some of the weather we had experienced in recent times but it is to be expected at this time of the year. The reading for Olympic Park was 34C but I think that it was hotter at our grounds. The south side of the Parramatta River is usually tempered by a cooling breeze off the water. We were also fortunate that the West Ryde Neighbourhood Childcare Group had, as well, held their Christmas gathering with us on the first Saturday in December. Over the past few years the Group had set up for their Christmas party on our December running day adjacent to our elevated station ensuring that we had a very busy running day on the elevated track to start with then spilling over to the ground level.



Our Orange friends, Greg Bird and his P class lead Roger Ker-shaw driving Barry Potters 59 class climb the outer main on the November running day.

Neal and Jo-Anne had been busy decorating the grounds for the festive season and it added to the appearance of the place.

Setting up was done slowly, do not over exert one's self in the heat, Graeme K was very busy with the blower clearing the tracks of leaves etc., I did the usual trimming around the outside of the elevated track. Others were involved putting out the signage, checking rolling stock and point mechanisms. As well, on this day, Peter W with Tony and Geoff put out fire fighting gear just in case there was an incident. Fortunately the equipment was not needed but before the visitors were let in there had been a small leaf fire from some early running.

In the club house we saw James Sanders' Z26 class chassis. It is now rolling on its wheels with the coupling rods in place but yet to be fully profiled.

There was a new locomotive having its first outing today. Arthur H has recently acquired a very nice "Butch". It is a very compact 0-6-0 tank engine with outside cylinders and Walschaerts' valve gear. It runs sweetly and looks

An unusual triple header of 2904 and John T leading the B10 and Zac and Paul T and Hunslet drifting downhill on the November day.





Ross Bishop and his farewell run on 5148 leading Graeme Kirkby and 2401 downhill in November.

fine in its bright red livery. Arthur gave it a few laps, then returned to loco, dropped the fire and then prepared the 2-8-2 for the serious running. The heritage Mikado was coupled up to three cars and ran through the afternoon with David J riding as guard. Our second elevated train was hauled by Gary B with 4-6-0 B1 "Impala" with myself as guard. Brian K was station master till he set off late in the afternoon. John H and Nick assisted on the station as well.

On the inner ground level track we had Mick with the Wolgan Valley Shay. He hauled the Pullman set with Geoff Olsen as guard. Both inner trains had a spell in the late afternoon due to the low patronage levels, although the one running train did then tend to fill more! The other inner train was Warwick's WAGR V1224 with James S at the regulator. Warwick chaperoned James for a while then left him on his own. Although there were a couple of occasions of low steam James did well driving the train all afternoon and will soon get use to the demands of running day driving. Guard was Steve Border until he was enticed into the air conditioned signal box. Tony E took over for a while and then Warwick was guard for the last few laps of the day. Station master was Ian Tomlinson who while recovering from some medical work didn't miss a running day! On the outer main we

had Ross Bishop, 0-6-2 Fowler cane locomotive "Toneya" provide a service with Jim Mulholland and Martin Yule as guard. Brad was station master. Graeme Kirkby ran 2401 on 3 cars with Lionel as guard as the second train. With careful loading Graeme's 4-6-2 handled his train very well.

Signalmen were Martin D and Mark who also did the rounds of point maintenance before the day. Later Steve B relieved Mark when he had to go. The kiosk was staffed by Elizabeth, Joy and Margo. Their efforts were appreciated.

Peter W was our ticket seller and for the day we gave 987 rides. This was a couple of hundred below what we had been use to for December over the past few years. It still gave us a very good result for 2015, a total of 28,851 which was our best ever. We had no days lost because of rain and the total was 322 rides more than the previous record in 2010. Jo-Anne looked after the gate and handed out some Christmas lollies as the children came in. Jo had an easy time apart from the heat.

We had enjoyed a nice day to end the year with an easy crowd to manage and the temperature not too excessive. The following day, Sunday, it was 40+C at Seven Hills and would have not been much cooler at our grounds!

January Running Day.

We were once again lucky with the weather for our first running day for 2016. We had a mild day, it was mostly sunny and fine after some light rain early in the morning. In the previous week we had extreme heat then rain and wind. When the gardening group finished the previous Saturday a couple of us commented that by next week it would probably look as though we had not done our job. It was not the case, the grounds were lush and green, the ticket office garden was colourful and the crepe myrtles looked magnificent in their early bloom. Setting up and getting the grounds ready was well in hand early on. Graeme K was busy early with the blower clearing the debris off the running tracks. Evan Lister and I went around the elevated track clearing any of the overhanging vegetation to put it out of reach of our passengers. Others helping with the set up were John and Arthur, James, Martin D, Mick and David J.

We had some things to admire at morning time. David J had a couple of OO / HO scale locomotives; one was a Hornby Black 5 while the second was a German locomotive constructed from a Revel plastic kit. On a larger scale there were the front wheels from the Bishop / Mulholland Fowler ploughing engines project that they are working on. The spokes are now fitted; they are very impressive and well made displaying a very high standard of craftsmanship! James Sanders has made more progress on his Z26 class chassis. Cylinders are now in place and some of the valve gear components are getting put together. It was good to see Ray L back at the grounds, he is making a good recovery following hip surgery a few

December saw Ross on the outer main with Toneya.



Duty Roster.

March. M.Murray, A.Allison, W.Fletcher, M.Gibbons, G.Kirkby, B.Muston, J.Noller, P.Sayers, G.Scott, I.Tomlinson.
 April. W.Allison, N.Amy, P.Brotchie, G.Buttel, S.Collier, B.Millner, S.Murray, J.Sanders, V.Scicluna, G.Tindale.
 May. D.Thomas, N.Bates, B.Courtenay, G.Croudace, S.Larkin, D.Lee, R.Murphy, L.Pascoe, S.Sorensen, B.Wilkinson.
 June. J.Hurst, J.Abate, R.Bishop, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, G.Olsen, M.Yule.

Gate Roster.

February. Steve Border. March. P.Brotchie April. Garry Buttel May. Simon Collier

weeks ago.

When running began the crowd was relatively light. There were three big party groups and our numbers picked up through the afternoon. On the outer main we had Lionel's TGR R class 4-6-2 back on the roster after some maintenance carried out by Max. This has included new cross head slippers, new petticoat pipe, a new grate and ash pan. The loco was coupled to the blue car set and Max drove while Lionel was guard for much of the early part of the afternoon and was then relieved by Bernie. The R class turned in a good performance as we usually expect from it. One car derailed twice in the same spot on the bottom curve so the seat was removed to prevent loading and running continued. The second train on the outer was the Shay with Mick at the regulator. All went well for the afternoon till the last lap when one of the piston rod gland nut unscrewed. Martin Y was guard. The outer station was attended to by Paul B and Peter D.

On the inner track Graeme K had the 2401 pacific and ran as train engine with David L and his Commonwealth railways GM diesel outline coupled in the correct position, in the lead of the steam locomotive. In real practice you would not get cinders sucked into the filters. Well into the run the motors on the GM overheated and the locomotive was taken off leaving Graeme and the 4-6-2 to continue alone with reduced loading. The second train running on the inner hauling the green set was Ross B's Fowler 0-6-2 "Toneya". As we have come to expect this locomotive and train performed faultlessly all afternoon with David T riding on the guard's carriage. Ian T was the station master on the inner for the afternoon.

We ran two trains on the elevated. John and Arthur with the 2-8-0 "Nigel Gresley" and 2-8-2 heritage Mikado



Members enjoy the December Christmas run! From left, Neal Bates, Martin Yule, Brad Wilkinson, Alan Mackellar, Jim Mulholland, and Peter Ryan.

were coupled to a six car train with the 2-8-0 as train engine. This train ran very well all afternoon, lightly loaded early on but as the afternoon wore on there were some full trains. I was guard on this train relieved by Jim M and taking over again when Jim needed to leave. The last lap of the day with a very light load came to an abrupt halt on the way down the grade when a rather tall, solid gent lent too far and caused the car he was riding on to de-rail. The head board on the de-railed car caught on the anti-tip rail stirrup resulting in the rapid stop. No passengers were injured, fortunately, but the end board was damaged. A couple of the stirrups supporting the anti-tip rail were damaged with one of the fastening bolts sheared off. The following Saturday Brian M straightened these out and the next Saturday saw the bolt replaced. Arthur reported later that the fire box contents of both locomotives had piled up on the tube plates and the rear of the grates on both locomotives was bare. Garry had his 4-6-0 B1 "Impala" in loco but did not steam up. Paul ran his 0-4-0 Hunslet with two cars and Garry was guard. In the elevated station we had Brian K, James and David J. At the conclusion of the public running Zac Lee had his diesel outline shunting locomotive out for a play. Simon ended up on the gate, there was a small crowd

James Sanders has his maiden drive on the V on a running day. Here he passes Toneya on the outer main.



Diary

Diary Dates.

March 5 Member's Day.
 March 8 Directors meeting.
 March 19 Public running day
 March 25-28 AALS Convention.
 April 2-3 Orange Scale Weekend.
 April 5 Members meeting.
 April 16 April running day.
 May 3 Directors Meeting
 May 21 Public Running Day
 June 4 Presidents Breakfast (no HPR clash this year!)
 June 7 Annual General Meeting

Please see AME for other events.

James and the V drifting downhill past the picnicking crowds during the December run.



We only ran trains on the ground level for this event so as not to have to muck about with the crossing over the elevated.

Garry B was first out with C3658 and hauled three cars with James acting as guard. They were running on the outer track as was a second train Arthur driving "The Old Girl" leading Graeme K and 2401. David J had recently celebrated his 15th birthday and was enjoying his first run as a guard. That makes him an even more useful person than he was previously! The Old Girl sounded as though it was doing all the work but I am sure Graeme and the 4-6-2 were doing their fair share.

On the inner track Mick ran the Shay coupled to I think six cars with Graham T as guard starting off. There was a lot of duty swapping during the running time. It was good to see Barry M back at the grounds after a period of ill health. Barry and Martin D operated the signal box controlling the train movements. The trains were well loaded at times and while there were a lot of children there were plenty of adults with them. Barry was also guard on one of the trains after Warwick took his place in the signal box. After Santa's arrival and the distribution of presents they were all off home in a happy mood many with painted faces. John H had looked after the organisation of the day with the child care group. John also assisted with the train running. Brad W was station attendant on the inner station.

Mick and Graeme then brought the Shay and 2401 off while the Old Girl had a brief respite then a training session for David T in preparation for his private run the following Friday evening. Then James took the regulator of C3658 while various drivers tried the Old Girl, for the rest of the afternoon. All locos were retired by dinner and their crews were pretty well worn out! Brian M had his Sydney Steam Tram and Planet in loco on display, but did not run. Simon had Simplex in steam in the elevated loco to use it as a test boiler to test some safety valves he has made for the B1. Warwick had a Pyle turbo generator on display for his 36 class, while James had some Z26 class eccentrics in preparation plus more work done on his Gauge 1 loco. If only most of us could be that productive!

Three new native hibiscuses were planted at the lower end of the grounds in the break. As well a new sign detailing out rules for passengers was installed in one of the ticket office frames. The inner guard's indicator was realigned. Now the green box is gone they expect the sighting to be even better! Peter W did some testing on the track sensors at a higher voltage with apparently most satisfactory results. Dinner was a nice time as the temperature dropped and there were about 25 to 30 people making the best of the BBQ and perfect weather for an out of doors occasion.

waiting to be let in and after that the visitors trickled in slowly. Peter Wagner was our ticket seller and for the afternoon we gave 2102 rides which were rather good for a January running day. The canteen was in the capable hands of Dian, Margo, Lee and Christine Hurst. The track superintendant was Steve Border and the train control was carried out by Martin D and Barry M from the signal box. It was a rather nice day to begin our 2016 public running, it went very well.

Christmas Run and Club BBQ

This was a day in two parts, the West Ryde Neighbourhood Child Care Group attended the grounds for their Christmas party and when they departed some train running was enjoyed till we had our BBQ tea. We ran a couple of trains on the ground level for the child care group and they provided us with lunch. The group were very efficient with their setting up, food preparation, serving and then cleaning up, it was all done and out by 2.30pm. It was a lovely day with the weather about as good as it could be for early December. Simon had run the mower over the grounds and Neal and Jo-Anne had put around some decorations, the grounds looked just right.

That man with the hat is everywhere! Left: Jo collects the Christmas gate entry.



**Works Reports
Green Box**

Stainless steel covers have been obtained and fitted to the new distribution box. A good team, James, Brad, David J, Brian M, and Simon, had to contend with Warwick's cheap rubber drills on the stainless, but persistence prevailed! The galvanised tread plate pit cover has also been obtained and fitted. Brad made some cardboard formwork and James mixed some concrete to fill the last of the gaps.



Some of our 'standard' trains are out again in January!

Brad and Warwick also shortened the platform end fence and reattached it adjacent to the light post. Our mysterious electrician, Geoff O and or Tony E, has also done some more work inside the box, although a couple of items still need to be attended to. This will not be apparent to members, as the job is to all practical intent completed.

Grounds.

David T has removed two dead wattle trees. The bits were mulched by a dedicated and efficient team too! It was great to have the rostered gardening team supplemented by additional help who did not let the drizzle stop them.

The mulcher had a wobbly wheel which upon investigation was due to two bolts missing. Brad made a diligent search of the shed and found some suitable replacements and has fixed the wheel! Thanks Brad. Warwick provided a new handle for the broken kitchen drawer; this was fitted by Brian Muston.

Matt Lee has provided a filter which it is intended to install on the air supply line to trap excess water. Neal has cleaned it up and given it some TLC and it is now in good working order. Fitment of the various hose connections should be under way by the time you read this.

Sheila and Martin spread some mulch around the clubhouse garden. This area is looking good with the purple fruit on the plants providing a nice display (We are told the fruit is edible!)

Arthur has been repairing the mowers and left some spare parts for Warwick to correct a broken lead and this is now



functional again. David J, David Z, Peter W also assisted in installing a new tube in the broken wheel barrow wheel. This was achieved with some huffing and puffing and it is now pumped up and back in service.

Warwick has excavated some loose sealing on the entry bridge and applied some fresh sealer. Hopefully this lot will be longer lasting. He has been assisted in this task by Nick and David J.

Peter Wagner has now fitted locks to the clubhouse cupboard doors and is now sorting out the contents. Soon we will have a set of Australian Model Engineering for member's reference. These came from Henry Spencer's estate. John H has arranged for an air conditioner to be installed in the kitchen. This should provide the ladies with much relief on hot days in the otherwise infernally hot kitchen

Editorial

We often read in other model engineering publications about the trials of the lone model engineer and the benefits of belonging to a club. I think some of the benefits of belonging to a society such as ours have been very evident of late. We have seen help with materials and castings, the making of components, sharing previous research, machinery swapping, assistance with relocation, the sharing of jigs and general information about how to do things or where to source what is required. The Society has its collection of English Model Engineer magazines stretching back to the early years of the last century and often someone that has a rough idea of where to look for the information. A lot of us have not had the benefit of the comprehensive trade training that was once available with the apprentice system and the Technical Colleges so the general sharing of built up expertise is very important. Seeing the work of members as things are constructed shows what can be done and how to do it. Looking at the craftsmanship of our members is at times very inspirational! Getting fully involved with a group such as ours has many benefits.

John Lyons



CHRISTMAS





PARTY SCENES



Election of our 2016 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 **Tuesday, 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	David Thomas	Director
	Mick Murray	Vice President	Neal Bates	Director
	Simon Collier	Secretary	Ross Bishop	Director
	John Hurst	Treasurer		



Trimming low and dead branches is an ongoing job.

area during the summer months, and warming during the winter months. This has been fitted in time for the February running day.

Elevated Railway

Warwick and John L carried out an inspection of the elevated track to sort out some work that needs to be carried out. A list of imminent work for the elevated is:

1. Replacement of two elevated beams that have badly deteriorated.
2. Repair of some posts suffering from concrete cancer.

3. Lateral levelling of beams opposite the GL loco and the bottom curve.

There is a need to concentrate on this railway in order to improve its condition in the short term. Helpers are wanted! There are also plans to improve the ability of the cars to stay on the rails during tipping and to make the anti tip rail more effective.

A collection of decayed lawn clippings has been removed from around various parts of the elevated signalling iron works to try and slow down corrosion and remove some slippery patches. David J and Nick hosed it away. John L and James have cleaned the station gutters and blown the elevated station clear of leaves and rubbish. These are ongoing tasks that need doing in order to preserve our facilities.

Ground Level Railway.

James, Nick, and David J cleared out the outer main station track at the level crossing where the contents of various ash pans had built up causing a corroding substance between the rails. The soiled ballast was dug out to below top of plastic sleeper level and placed in a wheel barrow. It was then washed and used to fill some otherwise low parts of the formation. The track here is corroding and further attention is required.

Gardening Material

Gardening material (leaves, clippings etc) can be disposed of in the grounds. There is a map in the clubhouse showing where it can be placed. If they are weeds, they can go in the green bin. Please do not put rubbish in the trailer unless you are intending to take it to the tip reasonably soon. Rubbish goes in the red bin, or the green bin if it is branches etc. Similarly, the log bins at the bottom of the grounds have been dismantled to discourage placing material there. As noted it should all go on the gardens as indicated on the map. Hopefully this procedure will reduce the work to do on gardening days as it will generally be shorter to place the material on the gardens than drag it up to the top of the grounds. Being 'Green' is an important consideration in today's world!

Mick has investigated the connection of signal power to the two CCTV cameras mounted on the signal bridges. These two have some problem with shade and the solar panels are not keeping the batteries charged. We opened one signalling termination box to be confronted with an ant's nest! Mick cleaned it up. He has sourced some nice little power converters to convert the signalling 24v



David Judex, for whom he had been building it. Brian has been extremely generous towards the young members. So far he has built Nick an S-type truck and a bogie wagon riding truck, and he had previously made David a flat wagon. That makes four items of rolling stock given to the boys. This is a great way to encourage our younger prospective members.

Since the December running day when Arthur had his "Butch" 0-6-0 tank engine on our track for the first time

Left: David, James and Simon pose after fitting the cover panels to the new DB. Geoff Olsen has done the (difficult) job of moving all the cables, helped by assistants Tony Eyre and Warwick Allison.

Right: John Lyons' Avonside buffers.

David Thomas' 620 regulator pieces.

Andrew's 'Jack' and James 26 class (and other) parts.

Brian Muston built early NSW carriage.

Ross Bishop's/Jim Mulholland's traction engine wheels.

into something that is more suitable for the cameras.

Brian and Bernie have attended to some couplings on the ground level cars while also checking and adding some oil to the compressor. Davids J and Z have also assisted Warwick in raking the ballast and burying some exposed weed mat.

Mark has attended to some troublesome points. John L has started the painting of the spare track sections with rust converter and primer to halt the deterioration. He has been helped by Brad, Geoff H, James, Paul B and others. They are about half way through the stack. This is an important job in preserving our spares, and in future any track overhauled will be painted. The first of the completed panels have now been placed back under the bridge on their new concreted storage area. There have already been favourable comments about the appearance of the storage area under the foot bridge at the beginning of the inner ground level station.

David Lee and Peter Wagner have commenced the cabling for the trial signal at the bottom loop.

Loco & Rolling Stock News.

James has regularly had his Z26 class frames along for show and tell. Since the last newsletter we have seen this go from plain frames to a chassis with wheels, cylinders and valve gear. As well he has been working on some 1 gauge locos. Progress is certainly rapid! Garry also had his 3.5" gauge 36 class with the valve covers off to see what could be causing his noisy running! He has also showed his growing wagon fleet, including a cattle wagon, U truck, now completed and brake van.

Mick has succumbed and obtained a 1 gauge Forney! He is currently pondering radio control for it. It appears Scott also has taken the plunge! Warwick had his 36 chassis on the track to check clearances, and there was some close inspection of the chassis! Bernie had some boiler parts for the Sons of Gwalia loco he is finishing, and discussion with the boiler inspector David T. David has shown some regulator parts for his SA 620, while John L has shown buffers for his Avonside 0-8-2 tank loco.

We have also seen James' S truck, with lovely purple 3D printed axle boxes; and also, Brian M's early (1860s) composite 2nd class guard's van. The latter was complete with opening doors and slatted seats inside, a very nice and probably unique vehicle in 5" gauge. His gave it to



he has spent some time working to improve some aspects

Cinders

We have had a complaint about hot cinders. A timely reminder is that drivers should ensure they do not emit sparks and hot cinders over our passengers. Strategies to avoid this include not firing on the run, not using char with a lot of dust, and avoiding excessively hard steaming conditions. As well we have enhanced our warnings about this by including it in a 'Rules & Regulations' list in one of the Ticket Office poster notices.

Below:

1. John Lyons Avonside takes shape.
2. Paul Brothies O class cylinders and front bar frames.
3. A good inspection of Ray Lees P class chassis demonstrated under air.
4. James Sanders 26 class chassis making good progress.



of the cab fittings and the water feed situation. He has carried out trials and has been happy with the work.

Evan had his Simplex in steam after repairs assisted by James and gave it a quick trial.

We have seen Andrew's 1 Gauge 'Jack' getting close to completion.

David T has tested the boiler and has also checked Andrew's 38 class boiler plates as well.

Prospective member Geoff Hague has had some boiler plates inspected for a GWR 1500 class tank engine, "Speedy" he is constructing.

How many laps of the track do you think your loco can do on one firing? Simon and Nick did some

testing of Nick's Blowfly after re-installation of the super-heaters. You might remember the saga of why they were removed on an erroneous assumption, initially. We were really impressed with the improvement, with the consumption of char and water noticeably reduced, sweet running, and much less egress of water from various orifices. With the firebox stuffed full with char, Nick completed 14 laps of the inner main, pulling two green cars. With the pressure then less than 40psi, one more lap was probable, but wasn't attempted, as by then Nick was quite bored.

It is of interest to note that models of our members have graced the covers of the last two issues of AME, with Andrew's Ellie tram, then Ross' magnificent McLaren traction engine. Also, on the cover of the last ME Simon received, No 4522: 27 Nov-10 Dec, was Barry Potter's K class, photographed in a very realistic setting and inside, his interesting article on D50 class standard goods engines.

Members News

If you didn't know, Evan has taken on the task of monitoring a Facebook page for the club: (Just Google Facebook SLSLS) I am sure he would be interested in feedback and insider likes are welcome too!

Ray Lee is making good progress recovering from his recent hip replacement operation, we hope it is not too long before he is back on the driver's roster. Ian Tomlinson has also had some repair work and was back on duty for the January running day.

We have received a nice thank you card from RedKite following our November running day. We have donated them \$3,700 from the running day plus they would have had some extra from their bucket collections. RedKite supports the families of children with cancer to be able to be with the kids during treatment. This is especially helpful for country families.

David Thomas held a private function for a kids group from his church. About 70 people enjoyed dinner while having some train rides. Garry Buttell had the B1 hauling one train while Nick gave assistance by pushing in the rear. Zac had the B10 on another train. Thanks also to David J who acted as guard and James who was signalman.

At the February meeting Brad Wilkinson and Glenn Scott were both elected as members of the society, we all hope that both Brad and Glenn have an enjoyable time as members.

On a lighter note: At morning tea time on the Saturday before the February running day I answered the phone in the club house. The call was something like this. "Are you running steam train rides today?". I replied that we were opened next Saturday at 1.30pm for train rides and to make sure you wore enclosed foot ware to ride the trains. I then described where we were located but then the next question, "Where do the trains run and how long does the ride take?". At this stage I explained that the rides are around our track and are miniature steam trains. The reply "Oh you do not run on the suburban lines". I then suggested that she should contact Heritage Express!!

Winter in England

Warwick Allison

We were at the New Years Eve Fireworks in London standing for 3 hours in 3°C on Waterloo Bridge. It could have been worse. It could have been raining. The bloke next to me (from Norwich) said "You're from Sydney? What are you doing here!" Indeed!

I had always wanted to see the London Model Engineering Exhibition held in January and the opportunity presented itself, so off we went. Now most of the tourist attractions outside London are closed during the winter, but we found plenty to occupy ourselves. London is very busy Christmas to New Year as its school holidays and everyone is out shopping and seeing the big museums in London.

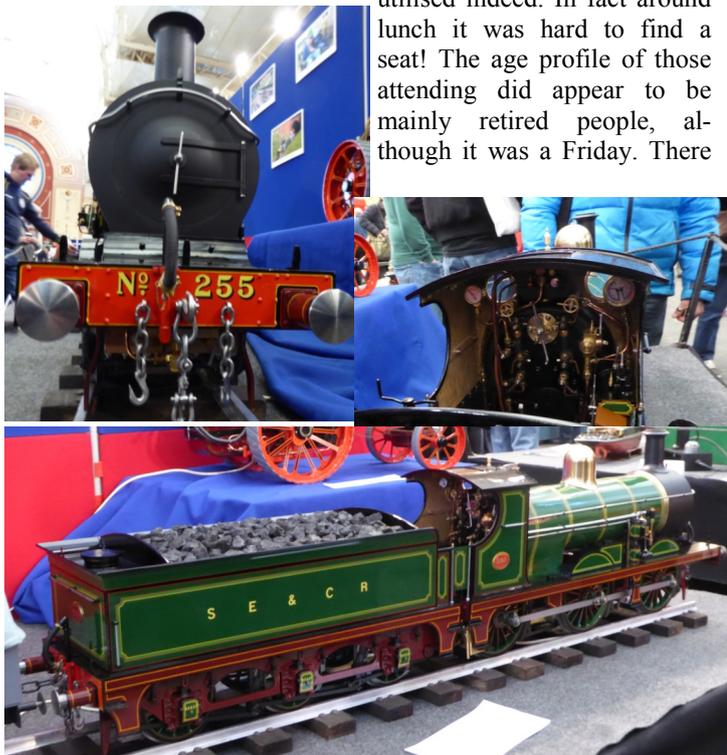
Apart from London we spent time in Liverpool, Sheffield and Cornwall and managed to see some steam related attractions we hadn't seen before.

London Model Engineering Exhibition.

This was sponsored by Engineering in Miniature and held at the Alexandra Palace (colloquially the Ally Pally). This enormous building was built by Prince Albert as an attraction to keep North Londoners amused, in 1873. It is on a hill with great views toward London.

It is a very large building. While the model engineering exhibition was in one part, another part contained the snooker championships. Another part had an ice rink (closed) and the BBC has the remains of its first TV studios.

There is a large transmitting tower, and parts even appear derelict! The day was clear and sunny, a beautiful day indeed although the low sun shines through windows at eye level and does make things hard to see. (Our shadows were about 8m long!) The exhibition area had cafes or food outlets on 3 of the corners, with 5 selling points. On offer were pasties, pizza, prepacked sandwiches, danish pastries, coffee, beer and soft drinks. The organisers had arranged large areas of seating and as the day progressed this was very well utilised indeed. In fact around lunch it was hard to find a seat! The age profile of those attending did appear to be mainly retired people, although it was a Friday. There



The RDG trade stand gives one many ideas for spending money!

were few ladies and children but quite a few motorised wheel chairs etc which could be somewhat of a nuisance amidst the crowds. We arrived about 10.30am and the crowds soon built up, until it was very squeezey around many of the stands. I stayed till 4pm and certainly after 2pm it cleared and a good view was then easily obtainable.

Commercial stands were around the edges and most of the clubs were toward the centre. There was a good range of model engineering on display including a 5 inch gauge elevated track giving free rides and operated by the Polly Owners club, two Gauge 1 live steam layouts running mainly commercial locos, a Hornby 00 live steam layout, many commercial stands such as Polly, Station Road Steam, Blackgates, and many tool suppliers, including one selling CNC machines. There were only a few high quality live steam models, and many more normal ones. A few clocks, a demonstration stand run by the SM&EE offering courses in model engineering, and some selling toys. There was a good number of quality boat and ship models which I found interesting. Some were of commercial liners, others warships, and steam boats. I caught up with Andrew Bock, from the Sussex Steam Locomotive Society with whom we exchange newsletters, and I met on an earlier trip. Their club would have the worlds best elevated track!

Their stand had a beautiful SE&CR C class 0-6-0, absolutely superb. They don't come better than that! There were a couple of other steam locos worth a close look, but generally not as many as I had seen at Harrogate on a previous visit.

There was a layout with scale radio controlled trucks. They had a bulldozer which dug out soil and loaded it into a truck which then delivered it to another part of the layout. A large

Left: An impeccable SE&CR C Class 0-6-0.
Below: A Lake Windermere steam launch.



net was strung across one corner and permitted the demonstration of various flying models.

The commercial stands had a large array of bits and pieces the likes we never see here. They were also doing a good trade too. Precision Paints had a stand and had many tins of paint. Of interest not one was called 'Apple Green'! There were otherwise quite a number of greens, such as Doncaster Green, Darlington Green, Coach Green, Early Locomotive Green, Locomotive Green, Dark Green, etc. I'd say Apple Green is an opinion!

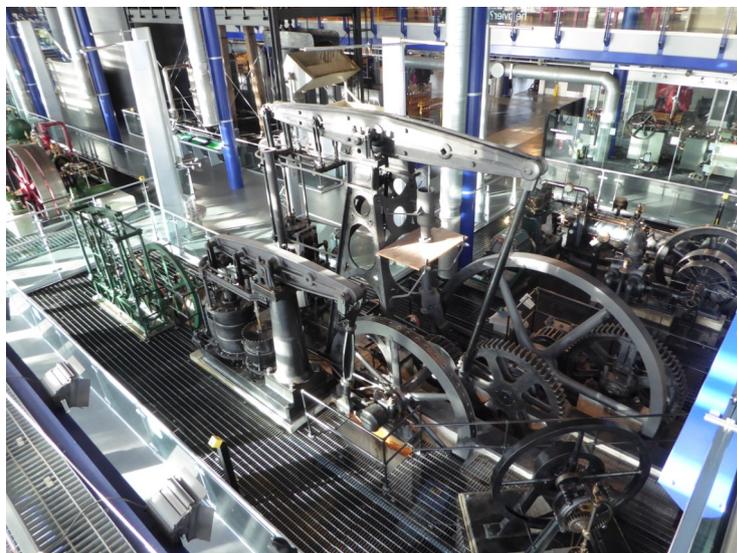
We left at 4pm and went to the shuttle bus we were told it was stuck in traffic and would be 20 or 30 minutes. As more people turned up the time got longer to 45 minutes! Most people went to a London Transport bus stop and any bus that came along (they were all double deckers) had to slowly take on all the people and fares such that they too were very slow. However as soon as one left another turned up. I wonder how many double deck buses London Transport has? We stood our ground and about 10 minutes later the shuttle bus turned up and we were first on. I would say their 2 dedicated shuttles were woefully inadequate at closing time.

Duchess of Birmingham

The Birmingham 'ThinkTank' Museum has a restored Duchess so the opportunity was taken to spend the day there while en route from Sheffield to London. The Duchess is well restored and can be viewed at close quarters. It is a bit cramped though, and difficult to get some overall photos. The tender is set back from the engine so you can stand behind the footplate, which is nice. There is a very good collection of beam engines and other engines on the ground floor, and various metal working machines (such as a bobby pin maker) but otherwise the museum is focussed on providing an educational experience for school children. They do have a 1776 non-rotative beam engine which unfortunately wasn't working. It was pricey (GBP12.75) to get in.

Cornish Beam Engines

We planned 8 days in Cornwall at the end of the stay. This is home to the Cornish Beam engine. England, for such a small place, was blessed with just about all the natural resources it needed to fuel the industrial revolution. In Cornwall you could be mining coal, tin, copper, china clay and slate within



close proximity of each other. The tin mines are located in a few places and we headed to St Just (near Lands End) for our first encounter.

I picked the day the Levant beam engine was operating (Fridays only in Winter). This is located right on the edge! This particular building has a hip roof as the engine is a rotative one. It is an 1840s engine operated from a modern oil fired boiler. The engine is very original. The volunteers who operate it are very enthusiastic and we stayed chatting for quite a while after the other visitors had moved on. The engine has a 27 inch cylinder and a Watt condenser. There is no speed governor. The engine uses wedges in square holes to centralise in line bearings, and these are all still in place. It is a working gem. The engine was used for raising and lowering men to the various levels. The mine itself went quite deep (240 fathoms). They introduced an interesting device to transport men to the lower levels. The engine moved a shaft up and down 12ft. There was a landing every 12ft. When the shaft was up a man stepped onto a platform which then lowered itself to the platform below where they got off. When the shaft was again at the top, they hopped off ad infinitum until they were at the bottom. This reduced the time it took miners to get to work from 1.5 hours using ladders to 30 minutes. This worked fine for 80 years until the main connection failed and the shaft fell killing over 30 miners. Then they went back to ladders and the mine went broke. The mine goes about 1.5 miles out sea. During the period of inactivity it flooded. An adjacent mine found the breach and fixed it but had spent so much money on it that when the tin price



Above and Left: The Birmingham 'ThinkTank' museum.
Below: The Redruth landscape. These engine houses are everywhere!





Left: An enginehouse at Chapel Porth, north of Redruth. The setting and coastline are magnificent.

dropped, that mine also shut down.

The next day we headed to Redruth. Unfortunately the restored East pool engine house was closed (until March!) This has a non rotative beam engine in it, but operated by an electric motor. A trip around Redruth and the surrounding countryside revealed many many engine houses of the iconic gable roof style scattered throughout the fields. Public paths permit access, although gum boots would have been better. The lanes are very narrow indeed and driving around involves a mixture of precision driving to avoid the rock wall fences just past your side mirrors, and wishful thinking that no one is coming towards you around the invisible corners. 10km/h seemed scarily fast in the circumstances and thus it took ages to get anywhere.

When we extricated ourselves from the cobweb of narrow lanes we headed for Cambourne, the adjacent town (2 minutes away!) and found Richard Trevithic's house where we gave due homage to the high pressure steam man. Cambourne was also the place where the engineering works of Holman produced the great majority of engines for the local area.

Luxulyan Valley

I became aware that about 10 minutes from the B & B were the remains of an abandoned viaduct. After some extra diligent research we set forth for the Luxulyan Valley and with the help of a somewhat flaky GPS on our phone, we located the road into the Valley. It led to a car park which even had cars in it. The area is remote from houses, and very quiet amidst the English woods. There was a slight mist as we wandered down the higher track which we as-



sumed would bring us to the top of the viaduct. The temperature was 13C and we didn't need coats or hats. It was very pleasant. As we wandered along out of the mist appeared, vaguely at first and then looming large, a magnificent 10 span stone viaduct 100ft high. Beneath this structure was the main network rail line, a single track with guard rails sweeping along the north side of the river valley. Immediately adjacent was a stream that was flowing very briskly with the recent rains. After the viaduct the stream drops sharply with a loud rushing of water as it tumbles over the rocks. Then there was the valley road, a single lane bitumen road. A walking track is provided adjacent to the road. The land then rises and there is another walking track mid way up the valley side. Adjacent to this is a manufactured water way about a metre wide. Further up the valley side is another path and this leads to the top of the viaduct where there is yet another water course. The viaduct has a deep top and contains an aqueduct below the deep stone beams on the top which carried the rails. The viaduct and railway was built by Treffry in 1840 to service a clay mining and manufacturing business and take the product to Newquay. The rails are mounted on stone blocks (as were all early railways). Many blocks remain including some with chairs and a couple of lengths of rails still remain. This is really heritage stuff and here it is in the bush! About 1km down the formation there is a broken water wheel fed from the aqueduct amidst a grand stone structure that is still in good condition. The water wheel operated some grinding machines as well as operating an incline to get wagons down to the valley floor.

The Rest!!!

There were plenty of other things seen of railway interest, including many mechanical signal boxes, upper quadrant and lower quadrant signals. The steam engines and boilers for Tower Bridge in London are definitely worth a look as are the steel industry museums in Sheffield. But they are another story....

Below: The Luxulyan Valley Treffry built 1840 railway showing horses treading past rails on stone blocks! The viaduct/aqueduct emerging from the mists.



Mick brings the Shay uphill on the Christmas Party day on 5 December 2015



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Public Running Day is the **THIRD** Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are \$1 each.

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