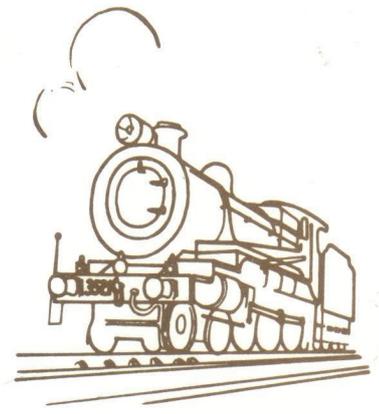


Sydney Live Steam Locomotive Society

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

'Newsletter'

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Jim Mulholland blasts upgrade with 3901 on the first running day of 2017.

November Running Day

Our Redkite charity running day turned out to be one of reasonably mild temperature, this being in contrast to the day which proceeded it. This was aided by an overall cloud cover, which made for quite a pleasant day.

Early arrivals at the club included Barry M, John L, Vic S, Arthur and a few others, who had set up well in hand before morning tea time. Tony K attended to restringing one of the wire rope fences which needed attention. On display at morning tea were James' freshly flanged boiler plates for both his 3.5" gauge 'Buffalo' and 5" gauge Manning Wardle, heating supplies for these having been provided by Simon. Of special note, was that John Lyons handed out his last newsletter, this being a well packed edition.

Our welcome visitors from Redkite consisted of Stan and Cher-

yl, who manned their donation buckets while Mark Gibbons managed the gate. It was noted that, while our opening queue stretched back to Anthony Road, overall there were an average number of people in the grounds. The day ran smoothly and without major incident, however we only just had enough members to fulfil all positions.

Elevated motive power for the day consisted of Paul T's Quarry Hunslet, John H's Nigel Gresley, Arthur's Mikado, James' 26 class, and my Blowfly 'Hart'. Paul ran a single car train, whilst John and Arthur double headed as usual to haul six cars, with David J as guard. Evan did most of the driving on the leading O1 for the afternoon, and Jim M relieved Arthur for a while on the 2-8-2. James and I combined to haul 5 cars, with John L as guard. My Blowfly (adorned with it's towering halo in an effort to sooth it's volcanic nature) was train engine, whilst the Z26 class was pilot. We ran very well all afternoon. Simon relieved



James and Simon attack the grade with their 5 car train on the November running day.

a while on the Blowfly. John and Arthur H both assisted at times with guard duties on both multiple car trains. Elevated stationmaster for the day was Bill P.

Ground level motive power was made up by Warwick's V class, Ray's C38, Lionel's R class, Mick's Shay, and Ross' Fowler 'Toneya'. Warwick's V class took the Pullman set on the inner, with Tony K as guard. Midway through the afternoon, David T relieved Warwick on the V. The inner green set was hauled by Ray on 3803, with Tony E acting as guard. Tony also assisted with the driving of the 38. At times when Tony was driving, John H was guard. Inner stationmaster was Neal.

On the outer, Lionel's R class, with Max driving, hauled the Central West set. Geoff H was guard on this train. About mid-afternoon, an engine change occurred, which saw the R class return to loco to be replaced by Mick's Shay for the rest of the day. Ross and Toneya managed the other outer train, running well all afternoon with Graham T as guard. Outer stationmaster was Peter D.

The signal box was capably handled by Martin D and Barry M, track superintendent was Steve Border, and Jo was ticket seller. In the kiosk, Liz, Di, Joy, and Kim did a sterling job as usual, ensuring no one went hungry or thirsty!

While there were a couple of minor derailments, the day seemed to run fairly smoothly overall. The end result was 3050 tickets sold, which was an unexpectedly high result for the day. It is the highest November total on record and well above the November average of 2142.

December Running Day

Setup for our last running day of 2016 started rather earlier than usual, with Neil and Jo having been present at the grounds the previous day in order to put up decoration in the form of tinsel and other festive items. In addition to this, Neil removed and cut up a large branch from the Alder tree which had come down in the wind.

The following morning dawned sunny and hot, with temperatures reaching a maximum of about 34 degrees. Morning setup was attended to by Tony K, Martin D, Barry M, Bruce H, and Dennis O'Brien. This involved tracing and rectifying a defective

relay contact affecting some signals and replacing a green set bogie which was found to have brake defects. On display at morning tea included Warwick's 3D printed 1880s axle box for his 6 wheel NSWGR water gin and James' part built boilers for his Manning Wardle and Buffalo, in addition to his nicely made Victorian narrow gauge carriage made from laser cut timber.

Operation on the elevated for the day was both unusual and interesting. It was decided that one car operation would be experimented with, in expectation of the usual light loadings of our December running days. Participating in this parade of small trains were Bernie and I with our Blowflies, Andrew and his A10, John H with Nigel Gresley, and Simon with his Simplex. Zac had the B10 in loco, however could not run due to mechanical difficulties which sidelined the engine. All engines pulled no more than one car all day and handled the loadings quite well. Driver feedback of this operation was mixed, however I personally found it to be very enjoyable. Evan relieved me on the Blowfly for some time during the afternoon and I believe he found the single car operation good fun too. Elevated stationmasters were Jim M, Brad, and John L, who also took many photos of the day as both the staff reporter and new editor were both busy with loco driving duties!

Before passenger hauling commenced on the ground level, Ross had Toneya in steam for a morning family run, however lubricator issues later precluded him from hauling the public. On the outer was Mick with the Shay, who shared driving and guard duties with Scott. They took charge of the Central West set and ran well all afternoon. The other outer train was handled by Ray Lee and brand new 3281 on only its second run at the club. He was piloted by James and 2604 experiencing his first ground level running day. Tony E and David J took turns acting as guard on this train. The outer station was manned by, depending on guards, David J, Tony E, and David L.

The inner main saw Graeme K and 2401 on a shortened green set, with Neil B and Carol L sharing guard duties. Warwick and V1224 took the Pullman set with Tony K as guard. Both trains ran fairly smoothly all afternoon, however Warwick noted that he did have to stop on a couple of occasions with a full boiler. Like the outer, stationmasters varied, but included Carol, Ian



Tony Eyre drifts down grade with 3803 in November.

Tomlinson, and Neal.

Signalmen for the day were Barry M and Martin D, and Steve Border acted as track superintendent. Manning the kiosk were Liz, Di, Joy, Margo and Gai, while on the gate Jo filled in for Arthur who was on a well earned holiday. Ticket seller was Peter W, and overall there were 1589 tickets collected for the afternoon, making this year our best ever for passenger numbers with a total of 31 621 achieved in the 12 months. This is up from our previous highest of 28 851, which was last year! This equates to an average of 2740 a running day. I feel that, in view of these figures, a big thanks should go to all our running day volunteers, who have put in a stupendous effort all year!

January Running Day

It was of considerable relief that the January running day turned out to be a relatively milder day than those that had preceded it, which entailed oppressive heat and humidity. Despite the absence of several regulars, we still managed very adequately. As there was a lot of changing around, details of member



Andrew and A10 with a single car on the December running day.

cal difficulties meant that it was decided to couple up to another two cars, with Brad acting as guard. The O1 coped with this increased load as if it were a piece of cake, being very sure-footed and reluctant to stop blowing off! Later in the afternoon, having piloted Ray's P class on the ground level for most of the day, James transferred his 26 class onto the elevated and coupled up to one car. Just to make sure all the rust had been well cleaned off the rails, Evan steamed up his Simplex very late in the afternoon and had a run light engine. He also had his Speedy on display in elevated loco. Elevated stationmasters were John L and David T.



Having taken over from Lionel's R class, David Lee's GMs hum upgrade in January .

The ground level had somewhat of a similar variety of locomotives as the elevated, with multiple engine changes occurring throughout the day. Lionel's R class coupled up to the blue set and ran well for about half the afternoon, with Max Gay doing the driving. Midway through running, an engine change occurred which saw the 4-6-2 hand the train over to David Lee's twin GM diesels. The consist was shortened to bring it more inline with the GMs' capacities, and they too seemed to run well for the rest of the day. Zac did some of the driving. Despite being a diehard steam fan, I cannot deny that the pair of sparkling GMs made a very fine sight powering up the grade and reports say that they were popular with our visitors too! Neal was guard on this

involvement may not be 100% covered, so I apologise in advance if I have missed anybody.

It was intended that today would be another single car operation day on the elevated, however this didn't turn out to be exactly the case. We certainly had a great variety of motive power in the form of Zac's B10 (driven by Evan for much of its run), Paul Taffa's Hunslet, Arthur's 'Butch', and Simon on the Simplex. John Hurst very kindly steamed his Nigel Gresley for me to drive, as he was having a break from driving by serving with the ladies in the canteen! I must say I found driving John's engine an immensely enjoyable experience and I have no hesitation in stating that, when running with a decent load, it is one of the most free-steaming engines I have ever come across! All locomotives hauled a single car, with the exception of the O1. While I started off with a single car, an unexpected increase in passenger numbers and the temporary sidelining of Zac's B10 due to mechani-



Arthur having a chat to Jo before the commencement of our January running day.

train. The other outer train was handled by Jim M's 3901. Jim and Dom shared the driving and Peter Ryan was guard. The outer station was manned by Geoff H and Martin Y. I believe that the stationmasters and guards did swap a bit during the afternoon.

The inner main had Warwick's V1224 on one train, with Tony K as guard. Wayne gave Tony a break during the afternoon. The other inner train started off as James' 2604 piloting Ray's new 3281, with Paul B as guard. James had some problems at one point and shunted into the siding, with Ray carrying on solo with a reduced loading for a few laps. The I.17 class soon re-joined the train, and they carried on nicely until they were replaced mid-afternoon by Mick's Shay with Scott doing a lot of the driving. The inner-main station was manned by Jo and Bruce H, Bruce also having his first taste of being a guard.

The usually all female kiosk had a new look this time with John Hurst assisting Margo and Di! I think he actually found the change of scene quite pleasant. Ian Tomlinson was on the gate, Mick was track superintendent, and the signal box was in the capable hands of Martin D and Mark G. Ticket seller was Peter W, who created a new January record with 2299 rides, this being 200 above last January and double the January average!

West Ryde Neighbourhood Centre Run & Christmas Party Report

As has become normal practice, our Christmas party this year was combined with a run for the West Ryde Neighbourhood Centre. Our friends from the neighbourhood centre arrived at the grounds rather early, and wasted no time in setting up their tents and tables. John Hurst supervised car movements through the

grounds and also the eventual running of trains. As a display of appreciation, the Neighbourhood Centre very kind provided us with a wonderful lunch, and plenty of it there was too! To add to the Christmas atmosphere, Neil and Jo set up some large blow up Santas.

The sole passenger mover for this part of the day was Ross Bishop with Toneya, which seemed to run well all day. One full train seemed to be adequately sufficient in providing rides for our visitors. Later in the day, Ross Bishop offered me a drive of Toneya, which was most enjoyable. Guards on Ross' train were Neil Bates, David Thomas, and John Hurst. Barry Milner was signalman for the day.

Perhaps the main focus of attention amongst members was Ray Lee's brand new 3281 on it's first run at the grounds. A steam test was conducted first, this being officiated by David T, and then the P class was given a trial trip hauling the blue set (minus passengers). It ran very well for such a new engine, and only one minor issue was found to need attention, this being the mechanical lubricator which was a bit on the slow side as far as oil delivery went. It is always a pleasure to see a new locomotive in steam for the first time, especially one built to such a high standard as this.

On the elevated we had John L with 1915 and John H with Nigel Gresley, entertaining family. James had 2604 in steam and ran on the outer with a couple of unloaded cars. He had modified his 6 wheel water gin to sit on, enabling easier access to the controls. This arrangement works well, as I found when James kindly offered me a drive, however I do think you have to be under 6ft tall for maximum comfort! Warwick steamed 3609 for some more trials, running on the outer with the blue set. Some issues were



Even unpainted, Ray Lee's new 32 class looks a treat as it takes on water during our Christmas run.

attended to during the course of the afternoon, such as a bent brake beam, a dragging hose, and a blocked vacuum ejector. A number of members had a drive (including myself) and quite a few ad hoc passengers were pulled after dinner. Unfortunately this came to an end when the pump eccentric welded itself to the strap, bringing all wheels to a halt. A flat truck was used to convey the loco back to the depot, where the strap was loosened to allow the engine to be rolled into the car and taken home for remedial work.

About 20 members stayed for dinner, which included much enjoyable conversation. It was certainly an enjoyable day for all who came along, and our guests seemed to have fun too!

Church Kids Group Run

On the Friday evening following our Christmas party, a run was organised by David Thomas for his church's kids group. Ross Bishop handled the inner main with Toneya and David T as guard. An outer train was run by James, Warwick, and myself hauling the blue set. James ran as pilot with the 26 class, Warwick as train engine with the 36, while I banked them in the rear with the Blowfly. I acted as guard at the same time. Before the guests arrived Warwick and James had a photo session with their engines, which were positioned in the late afternoon sunlight just prior to the bottom curve in the down direction, the result of which can be seen on the back cover! The church helpers provided us with a nice sausage sandwich dinner, and all the kids seemed to have a blast! They even had a bouncy castle set up. They left about 8pm and we packed up soon after.

New Years Eve Run

This day started rather early than usual for some of us, as Gary Buttel was there early with Impala to provide some of his friends (which included the editor of the TWT newspaper) with rides on the elevated. I came along with the Blowfly as well which added to their entertainment, with the children present being given cab rides! John Hurst was also at the grounds early installing our new freezer, in addition to some new hand dryers in the lavatories.

Most members arrived after midday, and many of us congregated in the club house amongst some model engineering items or interest. James had his Manning Wardle boiler and chassis, complete with fabricated cylinders, on show, in addition to the boiler for his 3.5" gauge Buffalo. Warwick brought along some Britannia boiler components for David T to inspect, while Stuart K brought some treasures from the past days of steam locomotive testing to show.

Out for a run were Gary's B1 and my Blowfly, as already mentioned, Warwick's 3609, David L's GM, and James' 26 class. James has machined a flared safety valve bonnet for his engine, as per the prototype, and it does look the part! Everyone ended up running on the ground, except for Gary. I started out running on the elevated in the morning, but later transferred to the outer ground main in the afternoon. I was burning black coal for the first time and, as a result, the engine was producing some wonderfully putrid displays from the chimney. I even managed to blow numerous smoke rings, some being of a very impressive size and remaining intact for long periods as they floated up into

the air! The smell of black is something to be savoured, however the resulting headaches that I seemed to get were a bit of a negative downside.

There was much alternating of drivers on virtually every engine on the track, particularly on David's GM. Martin D had one of his first steam drives on my Blowfly, which he seemed to enjoy very much. It is always deeply satisfying to see another person seek enjoyment from one's engine. David J manned the signal box for much of the evening.

The very bearable temperatures in the evening allowed us to all sit down to our dinners with much pleasure. It was wonderful to have all the ladies and family members present and, as with the Christmas Party, it was a lovely evening. There were about 25-30 people present during the evening, which included viewing the 9pm fireworks on TV. The last train did not depart until after 9pm.

2017 Diary

March 4th: Members Run.
March 18th: Running Day.
April 4th: Members Meeting.
14th-17th April: Easter Convention.
April 15th: Running Day.
April 20th: Post Convention Run at SLSLS.
April 29th: Run at Brian Carter's track.
May 20th: Running Day.
June 3rd: President's Breakfast.
June 6th: Members Meeting.
June 10th-12th: Illawarra Hot Pot.
June 17th: Running Day.
June 24th: Central Coast Interclub.
July 15th: Running Day.
August 1st: Running Day.
August 19th: Running Day.
August 26th: Wascoe Siding Interclub.
September 10th: Sunday Family Day at Grounds.
September 16th: Running Day.
October 3rd: Members Meeting.
October 21st: Running Day.
November 5th: Small Gauge Days.
November 18th: Running Day.
December 2nd: Christmas Party.
December 5th: Members Meeting.
December 16th: Running Day.
December 31st: NYE Run.

Duty Roster

March: D. Thomas, B Courtney, G. Croudace, S Larkin, L Pascoe, S Sorenson, D Lee, N Bates, B Wilkinson, G Hague.

April: J. Hurst, J. Leishman, J. Lyons, D. Mulholland, J. Mulholland, M. Yule, R. Bishop, G. Olsen, E. Lister, N. Woolley.

May: A. Hurst, T. Eyre, M. Lee, R. Lee, P. Wagner, P. Taffa, J. Tulloch, Z. Lee, M. Dewhurst, N. Kane.

June: M. Murray, A. Allison, M. Gibbons, W. Fletcher, G. Kirkby, J. Noller, P. Sayer, I. Tomlinson, G. Scott.

Gate: March. S. Larkin, April. M. Lee, May. R. Lee, June. D. Lee.

Election of our 2017 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, 2nd 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



A note of thanks from John Lyons:

“I would like to sincerely thank all of the SLSLS members who were kind enough with their thanks and quiet conversations I enjoyed with them following my retirement from the position of Editor. I was very pleased to have been able to serve the society for all of that time, feeling very happy to have been able to make a contribution”.

John Lyons.

Editorial:

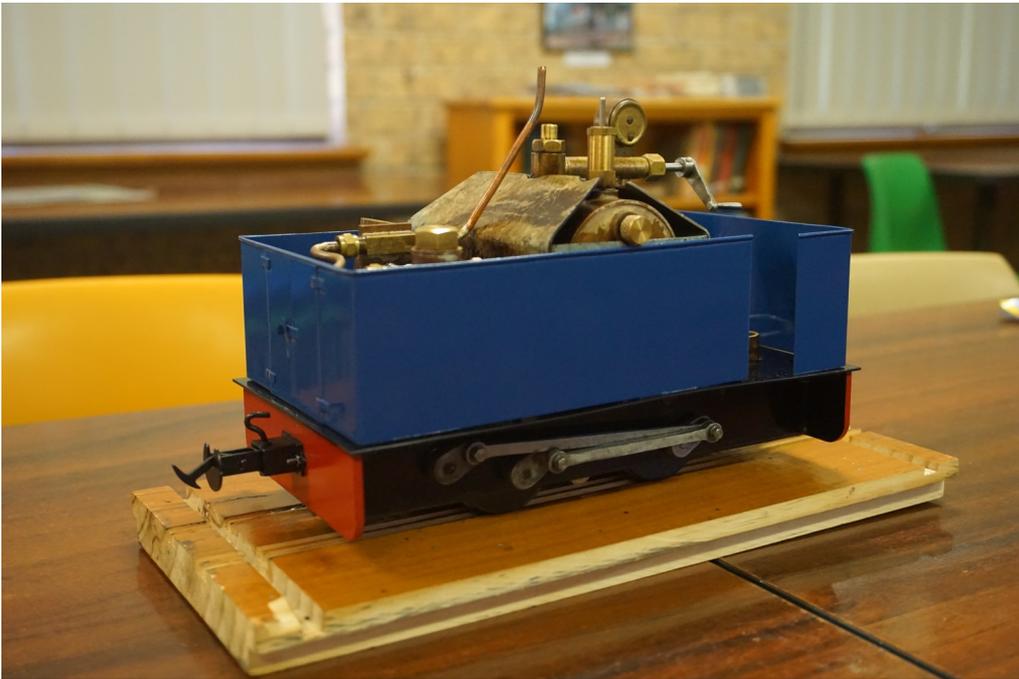
It is with great pleasure that I present the members of SLSLS with their first newsletter with me in the driving seat. I feel deeply honoured to have been asked to take on this roll, especially in view of the superb and monumental effort put into this production by John Lyons over the preceding 40 years. To fulfil such a role, especially in the shadow of John’s magnificent run as editor, is also of a somewhat daunting nature, and it is with a certain amount of apprehension that I await member’s feedback on this my first instalment.

I think all members would agree that John’s service to the club with regards to the newsletter is one deserving of high praise and gratitude. Compiling this newsletter has given me an enormous amount of appreciation for the immense effort that John put into this production for 40 years.

I will try my hardest to sustain the wonderful standard that John has held with the newsletter, and I do hope that members will find my own style of writing to their taste. That being said however, I am not looking for lavished praise, but rather constructive criticism as to my writing and layout of this publication. I would also like to express my sincere thanks to both John Lyons and Warwick Allison for the great help and assistance they have provided me with this role so far, and also for providing many of their photographs for use in this newsletter.

Nick Kane.

IN THE WORKS



Although one of the smaller projects in terms of scale, David Judex's 'Ellie' tram engine is nonetheless a wonderful achievement. Seen here in its new coat of Allison 'Tich' blue, David's tram has been the focus of much interest amongst members.

Due to a number of significant model engineering projects by various members recently, and lack of space in previous newsletters, we have decided to present a bumper report on member's projects in this issue.

James Sanders' Manning Wardle:

Partly due to its rapid rate of progress and interesting design, James' 5" gauge West Ryde Pumping Station Manning Wardle 0-4-0 saddle tank has been one of the main focuses of attention of late amongst club members. This diminutive, but charming, little engine has been looking more and more complete every week, and makes for a very interesting piece of work.

At the date of publication, James has completed the boiler, frames and most plate work, smokebox, cylinders, some motion work, and most recently the saddle tank. Many components, such as the cylinders, have been fabricated from scratch and every is to a very high standard. Several of the boiler heat ups took place at the club grounds, with Simon providing the heating arrangements. This is James' second passenger hauling engine made after the 26 class, and eagerly await its launch into traffic, which may well be in the coming months. This is about as local an engine as you can get too, the full size version having pottered about within little more than a stones throw from the club grounds. The prototype has been preserved and resides in the Powerhouse Museum's storage centre at Castle Hill.

James' engine seems to have sparked a bit of a Manning Wardle craze— David J has recently started his own version (to take the identity of 1021 I believe) under the supervision of John Lyons, and I am of the understanding that Andrew intends to one day produce one too!

This isn't the only engine under construction at Sanders Works, James has also been making progress with his 3.5" gauge Martin Evans designed Buffalo 2-8-0 switcher / shortline locomotive. Items on display recently for the locomotive have included the tender, chassis, boiler, and smokebox.



Warwick Allison's Britannia:

Another small gauge engine from Allison Works! Warwick's Britannia project is set amongst a backdrop of other 2.5" and 3.5" gauge locomotives under construction, including an Ayesha and Beaver. This engine was started by the late George Robertson and, while it was purchased at a fairly advanced stage of construction, Warwick and Andrew have informed me that there is still a lot of work left to do, such is the complicated nature of a 7MT.

Recently we have seen the boiler advancing at a steady pace, with periodical inspections of components being made by David T. Judging by the size of the firebox, the engine should have an amazing steaming capacity. The Britannia is to the design by LBSC from 1951, the first articles being published in model engineer within days of the full size locomotive being unveiled to the British public. Apparently Curly had been leaked the drawings of the engine from senior members of the British Railways design team!

At the time of publication, the tender was well under construction, and a beautiful (and complicated) piece of work it is too! I believe there are currently more 2.5" / 3.5" gauge locomotives under construction within the club than there are 5" gauge ones. We must be on the cusp of a small gauge revolution!

John Lyons' Avonside:

This engine has also been the source of a great deal of interest, and John seems to be making very steady progress with it's construction. At the time of writing completed or part completed components include the frames, running boards etc, smokebox, chimney, cylinders, crossheads arrangements. As one would expect, everything has been made to a very impressive standard, and the locomotive represents something of a rarely modelled prototype.

The full size engine remains intact within the Dorrigo collection, having spent it's working life in the Hunter Valley coalfields. Being of 0-8-2 wheel arrangement, this tank loco should have a very significant haulage capacity when completed.

David Thomas' SAR 620 class:

Recently we have seen many interesting components that David has finished for his South Australian Railways 620 class light pacific build. This has included some very complicated assembly proce-



dures, and everything has been made to a very high standard. Most recent of these parts include a very complex dome regulator assembly which uses a ball valve operated by a push pull rod through the boiler. David has also showed us his nicely bronzed copper spear-head superheaters.

Gauge 1 Live Steam:

With a sharp increase of interest in Gauge 1 live steam within the club, we have seen numerous engines completed or part completed in this gauge. James' coal fired 0-4-0 Hunslet well tank "Gwen", sister to Andrew's "Jack", has delighted everyone who has seen it in steam. On the Saturday before the December running day,



David's regulator and superheater assemblies completed for his 620 class. James' Manning Wardle boiler and frames are in the background.

The completed crosshead / slidebar arrangement for John's Avonside.

James set up some gauge 1 track on the concrete outside the clubhouse and steamed the engine up. It goes nicely, and, as can be seen from the accompanying photograph, several volunteer firemen ensured that it's tiny grate was constantly topped up! It really is a delightful little thing, and quite lively too when the fire bed becomes hot. Of note is the lovely standard to which James has completed the paintwork— like Andrew's Jack, it really does look lovely in its coat of Crimson Lake complete with white lining and black trim.



Gauge 1 fun with James' new Gwen!

David Judex's 'Ellie' tram is now finished, with roof and chimney attached and snazzy nameplates fitted to the side body. This is the result of months of very enjoyable work for David, having been instructed by Andrew, James, and John L, among others. The engine differs from the published design in that it incorporates a jackshaft drive system, which, apart from anything else, adds to the visual interest as it scurries along.

Although not a member of SLSLS, John Martin's gas fired Tasmanian K class Garratt is worthy of special mention. It is a sight to behold and sounds great when loaded up too! I am of the understanding that John used Roundhouse cylinders, but everything else was made from scratch. He has captured the charm of the prototype very well, and it certainly looked the part running around with a long train of goods wagons on Warwick's Cripple Creek Railway.

Other Projects:

In addition to the items of model engineering mentioned above, several other projects are "on the go" within the club. Geoff H has started work on his LBSC 'Speedy' (BR Western Region 0-6-0 pannier tank) and recently showed us some lovely buffers he has machined up.

I have recently purchased Vic's Martin Evans 'Jubilee', this being based upon a Stanier 2-6-4 tank. I have been working on erecting the brass laser cut tank sheets together using 3/8" angle and rivets, and now have both tanks completed. Simon kindly provided a necessary second pair of hands when it came to boxing the sides all up. Most parts of the running board are now ready for fitting too, and plumbing should begin in earnest soon.

As mentioned elsewhere in this newsletter, Ray Lee has completed his 5" gauge P class 3281. As one would expect, it is a stunning piece of work and has been performed very well on road trials, with

only minor issues found needing attention. It has already been pressed into service on our January and February running days, however still awaits a coat of paint.

As mentioned earlier, David J has begun construction of a 5" gauge Manning Wardle 0-4-0, based off James' concept. He intends on modelling Cardiff 1021, and has been supervised and assisted so far by John Lyons. I believe James and Andrew have been helping too! Work to date has been centred around the main frames and buffer beams.



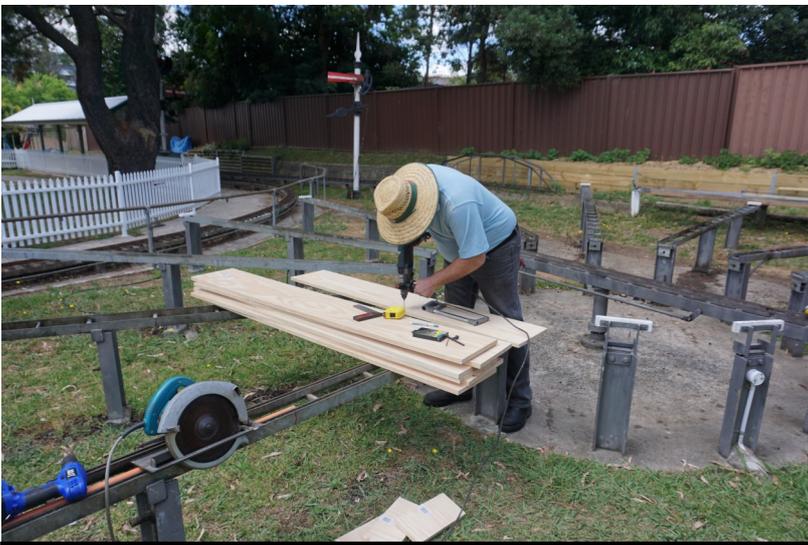
Above: Another view of Ray's 3281. I think it is no secret that Ray has a strong liking for C32 class engines— this is the third one that he has built! The others were 3289 in 3.5" gauge and 3290 in 5" gauge.



John Martin's K class Garratt rounds the bend on Warwick's garden railway.



John Lyon's instructs David J on the construction of his Manning Wardle frames and buffer beams.



Tony K at work on the new shelves for the old clubhouse.



The team at work on the retaining wall.

Club Works & Maintenance:

Construction of shelves for the old clubhouse has now been completed, and they do look good. In preparation for the erection of the shelves, several members, including Tony K, John L, Geoff, David J, Mick, Brad, Peter W, and Warwick, helped pull much of the shed's contents out so that easy access could be had. John Lyons gave the inner walls a coat of paint, and James erected the electrical wire conduits. Various members assisted cutting and drilling the wood panels for the shelves, which were duly erected in the shed. The opportunity was also taken to perform a general tidy up of the shed's contents and throw out of junk. The shed certainly looks a lot tidier now!

The impetus for this interior renovation was partly as a result of the delivery of our new (well, new for us anyway) lathe and drill, which are now in position within the old clubhouse. Simon and John L have been appointed as caretaker for the lathe, so if you have any concerns or queries about its use, please see them.

The other major project has been the replacement of the retaining wall behind the elevated loco depot and storage shed. John L, Vic, Tony K, and Bruce put a wonderful effort into removing the old beams so that the new retaining wall could be built. This was very heavy work, made no easier by the horrid conditions of heat we have experienced recently, however using the railway to the ballast siding to ship the beams up to the ballast pit for disposal helped greatly. In addition to the beams, there were some large concrete lumps that also had to be moved. Bruce came to the rescue and with some jiggery pokery (as Warwick described it) managed to lift the lumps up onto the ballast siding formation where it could be got under with a trolley. As more members arrived, the workforce grew, with Bill P, Geoff H, myself, David J, and Brad all pitching in enthusiastically. After the beams had gone, the effort was focused on digging sufficient clearance and then using a post hole borer to make 4 holes 700 deep. James and Andrew ascertained the locations for the steel posts and then proceeded to mix and pour some concrete. A week later, John H had supplied us with the pine beams for the retaining wall, and work began on getting them in place. The bottom were positioned and the rear provided with some ag pipe and geo fabric which was filled with ballast before the rest was back-filled with dirt. This was done progressively as each layer of beams were added. I think all will agree that the finished product looks much nicer than what preceded it!

Mick has been continuing on with the fairly constant job of bogie

maintenance and inspection, whilst James and Andrew have been installing bogie pivot plate reducers so that they can take 1/2" bogie pins. Andrew and James also took to fixing the safety catch on the carriage shed door.

Martin D and Peter W have recently been engaged in some work on the elevated signalling box, and more recently have conducted some investigation into a number of LEDs which are not in operation.

Neil has used a core drill to drill a drainage hole in the ballast pit, after investigation proved this new feature to be necessary.

David T has continued on with the everlasting job of managing the club's horticultural matters and requirements.

Locomotive News:

David T was kept busy on the Christmas Party day, officiating boiler tests for both Ray's new P class and John L's 1915. He has also carried out boiler inspections on Evan's Simplex and Jim Leishman's Ten Wheeler, the latter before a crowd of interested onlookers—it has been several years since we have seen this engine at the grounds. Andrew performed a boiler test on Simon's Simplex too.

James has been seen test steaming his 2604 to try and sort out some water feed issues. In addition to this, Warwick has run his 3609 at the grounds in order to evaluate the alterations he has made in an attempt to improve performance.



The completed new retaining wall.

Newcastle Convention 2017:

The Convention is getting closer!! You will have to register to attend and the arrangements are a bit different (and perhaps simpler) than usual. There is likely to be higher costs if you just turn up on the day. There is no catering, but shops are close. Details are available on the LMLSLS website. Clubs have now committed to the pre and post convention run program as follows:

The weekend prior starts with Maitland Steamfest.

Tuesday before; SSME, Luddenham

Wednesday before: BMRS, Blaxland

Friday to Monday 14-17 April, AALS Convention at LMLSLS, Edgeworth

Tuesday after: Central Coast, Gosford & Walka Works, Maitland

Wednesday after: HME, Galston

Thursday after: SLSLS, West Ryde

Friday after: ILS, Wollongong.

It's the same cost whether you go for one day or four days, so register NOW! (This helps the organisers immensely).



Left: A gathering of interested onlookers watch as Jim Leishman's Ten Wheeler receives it's boiler test. David Thomas can be seen officiating.

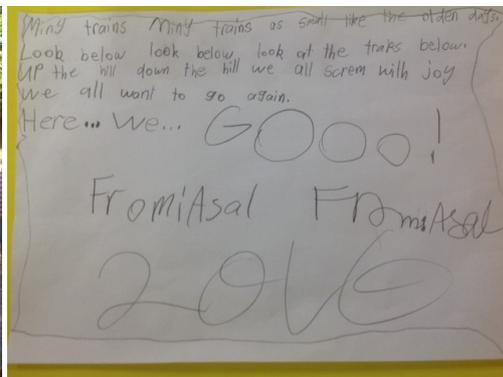
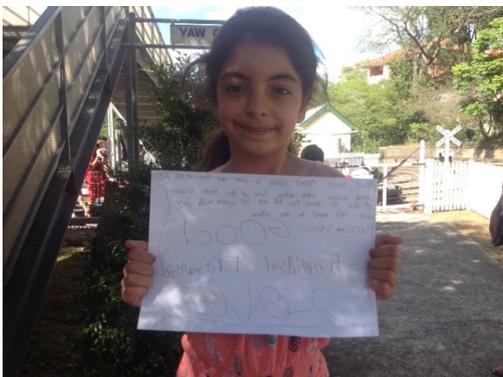
It was nice to see this engine back at the grounds after an absence of several years.

'Mini Trains'- a poem by young enthusiast Asal

On the January running day, the club received a charming poem by a 7 year old girl named Asal. The ladies from the canteen gained permission from her mother to take these photos for use in our newsletter. Unfortunately we didn't get her address, but her lovely poem is currently on display in the canteen and we have reproduced it here word for word. Please note- the editor does not claim authorship to any grammar mistakes in the following passage:

"Miny trains miny trains as small like the olden days. Look below look below look at the tracks below. Up the hill down the hill we all screm with joy. We all want to go again. Here...we...GOOO!"

From Asal 2016".



Spark Arrestor Update

Ross Bishop

Last Newsletter, I reported on trials with a conical mesh spark arrestor arranged between blower and chimney petticoat. There was no doubt the idea was worth pursuing because the emission of hot cinders from the chimney was reduced to very few. The occasional spark found its way through the gaps and out the chimney.

Effective as it was, the mesh suffered from the heat and became “loose and floppy”.

Working into the inner station once on that tight curve I heard, “Choof, Choof, Choof, FOOMP, Wheeze, Wheeze, Wheeze” into the platform. The mesh had sucked in and collapsed! Or more accurately, an unsupported flap of mesh cut out around the blower connection sucked in covering the blast nozzle.

Clearly, the fine mesh needed support and this posed another problem. How to make something simple, replaceable, easily removed and refitted for tube cleaning etc? In the end I made a flanged disc that sits over the blower ring leaving the steam jet holes unobstructed. The disc is not secured in anyway. It just pushes on. The outer flange is the same diameter as the petticoat which means the new mesh is cylindrical – easier to make than a cone - clamped top and bottom with stainless steel hose clamps.

The result supports the mesh well and seals off all possible opportunity for particles to bypass. Much better than the conical version! To remove the spark arrestor, the top clamp is loosened and with a bit of a fiddle, the bottom disc with mesh still attached, is pried off the blower ring.

In service, there are zero sparks. Nothing! The cylindrical piece of mesh provides a larger square area than the cone so that was all good. On the downside, it does block with ash after an hour. The ash is dry and free of oil so all it takes is a light brush with toothbrush a couple of times during the afternoon whenever you feel the steam production has dropped off.

The second run with the new arrangements was less satisfactory although probably influenced by a change in lighting up routine. I found I had not brought my usual fire starters with me and was kindly given some “kero soaked kitty litter” by a generous Shay owner on the next road in the steaming bay.

While the assistance was very much appreciated, either the greasiness of burning kero or a chemical residue or the nature of the resultant ash, before even steam was raised, the screen blocked so completely and totally that air flow was stopped entirely! I thought there was a problem with the compressed air supply but not so - Max was roaring away next to me. A brush off with the tooth brush restored draught again but never to the same degree. The engine got through the afternoon with difficulty and required frequent brushings of the spark arrestor to restore the draught.

The mesh I chose is, deliberately, very fine. The stainless wires are only 0.003” (3 thou) dia at 0.015” (15 thou) pitch leaving 0.012” openings. I hoped the particles would bounce

off it rather than wedge in it. In terms of “open area”. The wires account for 20% leaving 80% open to pass gas. When clean it breathes very freely. With possibly a minute coating of a sticky or greasy deposit from the kero, the openings, under 10x magnification, appeared to have closed up somewhat.

After a thorough clean with thinners, all was ready for a third try on October running day. The experience was very much the same as the first time – before the kitty litter complications – so I can summarise the results as follows:

Avoid greasy lighting up fuel.

Brush the mesh after raising steam upon departure from loco.

Brush the mesh approximately at 1 hourly intervals in service.

Char was used for fuel. Other fuels were not tested.

Mesh has not deteriorated and should last several months.

I will continue to use this in spite of a few inherent difficulties.

The absence of sparks is very beneficial to the passengers.



Another 'Ellie'

By David Judex

On the 25th of April 2016, Warwick Allison held a running day on his gauge 1 garden railway called "Cripple Creek". Several members from SLSLS, other clubs and gauge 1 groups were in attendance. I was picked up by Simon Collier and Nick Kane and we all made our way to Warwick's house and garden railway. Throughout the day many engines had run such as Warwick and Andrew Allison's two Victorian Railways NA class, two Glyn Valley steam trams and "Ellie" tram, James Sanders' 0-4-0 "Eric", and "Ellie" tram, and Simon Collier's "Ellie" tram and 0-6-0 "Lady Anne". Other engines such as a BR Standard Class 4MT 2-6-4 tank and a Roundhouse "Katie" 0-4-0 saddle tank locomotive had run as well. Before I left that day Andrew handed me a plastic box with a fibreglass burner wick and two steel RC car gears which were to become part of my very own "Ellie" steam tram. "Ellie" is a simple methyated spirits fired, oscillating cylinder, beginners steam tram. A normal "Ellie" consists of four brass Meccano gears which connect the oscillating cylinder with the leading driving axle, however this "Ellie" was to be a somewhat different version, consisting of two steel RC car gears connecting the cylinder with a jackshaft that is connected to the rear driving axle through the coupling rods.

Work began the following Saturday, 30th of April 2016, with the coupling rods. With help from Andrew Allison I marked out, cut out and filed two of the coupling rods by the end of the day. The next Saturday the other two rods were mostly completed. By this time John Lyons had kindly given me some steel bar for frames and buffer beams and some copper tube for the boiler barrel. On May gardening day, John assisted me in marking out and drilling the holes in the frames for the bearing bushes. This was done using a jig John had made to hold both frames together to be drilled at the same time. After lunch I went home with James to machine the bearing bushes for the axles. By the end of May, James had given me a baseplate, cut to size, John had given me wheel blanks which were machined one evening at James' workshop, and the three axles were cut the right length.



David's 'Ellie' stands resplendent in it's coat of lovely blue paint, fully complete with all fittings attached. The jackshaft drive motion is shown to good effect.

On the 4th of June 2016, the President's Breakfast, the frames and buffer beams were welded together by Andrew, with assistance from James, to create my chassis. While they were busy welding the frames together, I was busy filing the fly cranks, which were marked out and roughly cut out that morning. By the end of the day I had a rolling chassis, however the bearing bushes had not been loctited in yet so I had to be careful not to loose them.

Now that the basic chassis was complete, attention was shifted to the boiler. The next week, the 11th of June, I started to work on the boiler barrel and endplates with the help of Andrew. We started out with filing the boiler barrel down to the correct dimensions. Later that morning Simon gave me some offcuts from Nick Kane's Blowfly boiler that were large enough for both of my own boiler endplates. When I finished filing my boiler barrel, I moved onto the boiler endplates. After marking out, I used the club bandsaw to roughly cut the endplates out. The next hour or so involved filing and making sure the endplates were round enough to fit inside the boiler barrel so that they could be soldered together at a later date.



David's 'Ellie' chassis, with boiler mounted, gets a test tow around the Warwick's track by John Martin's Roundhouse 'Katie'.

On the 25th of June 2016, I arrived at the grounds that morning with boiler plates and components and left with a complete and registered boiler. It must have been some sort of club record! Before it was silver soldered together the holes in the top of the barrel were carefully drilled out for some bushes that Andrew had made. First to be soldered was the stay (which was a recycled stay from an older boiler) and one of the boiler bushes. Next the other boiler bushes were silver soldered into the top of the boiler barrel. One bush was for the regulator and the other for the safety valve. The two assemblies were then put together and silver soldered. Some copper offcuts were then bent to fit around the bottom of the boiler to become supports. This was the first time I had silver soldered anything together which was a great achievement for me, but I had plenty of guidance from Andrew.

On the 2nd of July, John Lyons showed me how to loctite the bearing bushes into the frames and that was done by lunchtime. The baseplate also received some attention when the holes were drilled through it for the flame from the burner. During the mid-year school holidays, Warwick held another run



How's this for superpower? David's engine is operable, but still incomplete, and is the third engine behind James Sanders' and Simon Collier's versions. Andrew's prototype 'Ellie' acts as train engine.

Arrived, Andrew and I got to work attaching the boiler to the baseplate. This was done by screwing down the boiler through some sleeves which turned out to be ex-superheater elements from Andrew's L.B.S.C Maisie. After this was done the baseplate was attached to the chassis, and by lunchtime my chassis with boiler attached was being towed around the track by James' 0-4-0 Eric and then by John Martin's 0-4-0 "Katie" saddle tank. I think it would have been well worn in by the evening!

The following Saturday involved cutting and filing the firebox plates to shape and then bending and riveting the structure together. Over the month of July and early August, the chassis received a coat of black paint with red buffer beams and red frame insides. The wheels were painted black.

On the 13th of August, the fly cranks were attached to the axles and they were quartered. The week after this, Andrew and I had attached the side plates and end plate to the base plate. The side plates and end plate were cut to size and bent for me by James. By this time the revelation that the October school holidays were over a month away, with another "Cripple Creek" run planned within those holidays, meant that Simon had built the very smooth-running oscillating cylinder, Warwick had built the displacement lubricator from the updated Allison design, Andrew had built the regulator, and James built the safety valve. This was a great help. Andrew had also helped me build and silver solder the burner on one Saturday.

As the aim was to have the "Ellie" tram operational for the October "Cripple Creek" run I went over to Simon's workshop at the start of the holidays to try and have the tram operational by then, however we were only able to loctite the main gear to the jack-shaft, and mount the engine and the lubricator during the day. Not as much as we had planned. On Saturday the 1st of October, I went to Simon's workshop in the morning again to, this time, actually get the engine operational. The regulator was fitted and connected to the boiler, lubricator and cylinder. Some tubing in tight places was also done. When we returned to the club it had it's first steaming. This was a success and I was so happy with it that I steamed it up five times!

On the 3rd of October which was the date of the "Cripple Creek" run, the "Ellie" tram was steamed and run several times and at one point all four of the club "Ellies" had quad headed. This ended prematurely when my tram mysteriously derailed with no obvious cause and Andrew's "Ellie" had run out of methylated spirits. Both of our trams were pulled out of the consist and the two other "Ellie's" carried on with the 21 car train consisting of mostly narrow gauge Victorian Railways rolling stock.

On the 8th of October, my tram was steam tested and it received a boiler certificate. After this eventful day I proceeded to disassemble my tram to paint the baseplate in which everything is attached to. This was painted in time for Small Gauge Day 2016 and I was also in the process of painting the side and end plates

a blue colour that Warwick had used on his 3.5" gauge Tich. He had kindly lent me this shade of blue to paint my tram.

The roof was the last thing to be done, and this was assembled in September and painted during November and December. The chimney was the last component to be machined up and this was done at Simon's workshop on the first day of my summer school holidays. On the 1st of January 2017, I attached the nameplates to the sides of the tram. My very own "Ellie" was complete.

On the 5th of January 2017, yet another "Cripple Creek" run was planned. "Ellie" had its first run as a complete engine and double headed with Andrew's "Ellie" pulling 13 cars. By this time James Sanders had made an innovative carrying box for my tram to replace a small cardboard box.

This project took 10 months to complete and it wouldn't have been started if it wasn't for Andrew's generosity in devoting a lot of his time and Saturdays to help me with this project. This project would also have taken many more months than it had if it wasn't for the kindness of Warwick Allison, Simon Collier, James Sanders and John Lyons, as they helped me by making various parts and greatly assisted in building up my skills that will, with no doubt, help me into the future as I go on to build other live steam locomotives. I

would like to thank all of these people mentioned above for helping me build my first live steam engine - "Ellie".



This earlier view of the engine, minus boiler and cab, provides a glimpse of the mechanics behind the jackshaft drive system, this being the defining feature in which David's Ellie departs from the standard design by Andrew Allison published in Australian Model Engineering Magazine.



The lush surroundings of Warwick Allison's garden railway can be appreciated in this view of David and Andrew's 'Ellies' storming along with a VR narrow gauge goods.



Above: James' 2604 and Warwick's 3609 make a splendid sight as they glisten in the late afternoon sunlight during a photo stop, prior to David Thomas' church group run.

Below: Evan on John H's Nigel Gresley and Arthur H on his Mikado seem to have everything well in hand in November.



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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.