

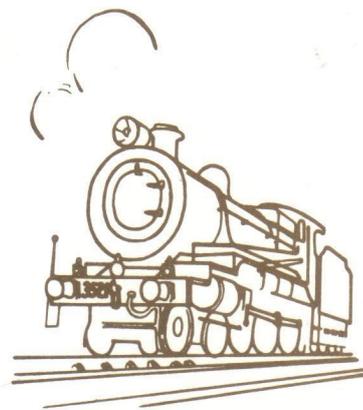
Sydney Live Steam Locomotive Society

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

'Newsletter'

Volume 46. No. 1

February 2018



Ray Lee and Graeme Kirkby service their engines whilst awaiting the road on our January Running Day.

November Running Day:

Despite the forecast for bad weather, our November RedKite running day brought ideal conditions, being cloudy but dry, with only mild temperatures.

Barry M and Tony E were at the grounds early for the necessary morning setups, while Mark G was engaged in servicing the points. Graeme K went around the track with the leaf blower, Gai prepared the kiosk, and Arthur tended to the elevated cars. Deven, with assistance from his son, installed the water columns, and helped Barry to check the ground level cars and set up the signs.

On display in the clubhouse at morning tea was David Lee's new Commonwealth Railways freightcar bogie, made of laser cut and 3D printed components. Warwick exhibited some 3D

printed lever nameplates destined for the groundframe, as well as two restored station lamps which have been donated to the club. David J's Manning Wardle smokebox and chimney were seen, as well as Ross' John Fowler builders plates for his traction engine.

The Orange boys had come down for the day, bringing 3 locos and 2 spare drivers! One of these was Les Bird's 27 class, which led Simon and Simplex on 4 elevated cars with David T as guard. They seemed to run very well all afternoon. The second elevated train consisted initially of my Blowfly leading Wayne and the Baldwin on 5 cars, with David J as guard. After about an hour of running, Tony K with the Ten Wheeler came onto the front of Wayne, while I transferred to banking in the rear. It was at this time, with no passengers to worry about behind me, that I switched to burning black coal, creating some wonderfully putrid displays out of the chimney as we climbed



Some of our RedKite helpers on our November RedKite running day.

The total number of tickets sold were 2437, which, together with the presold number of 192, gave us a total ride count of 2629. While not a November record, it was well above the average for the month.

December Running Day:

Prior to our December running day, some action was called for when Simon reported that we had a “tree not branch” down across our entry bridge! David T and Tony K did a lot of work to remove this in rather hot conditions on the Thursday before running, returning on Friday to clean up the mess. Many thanks to Tony and David for their efforts! Fortunately, there was little damage done, however the bridge must have received a good knock!

The Saturday turned out to be very warm, however no fire ban was declared as had been feared. With no cloud cover, things were a bit unpleasant in the sun, however we all seemed to make it through okay!

the grade. Later in the afternoon, James, who had managed to escape from HSC marking, took over driving duties on Wayne’s Baldwin for a time, while Zac took to the regulator of the Ten Wheeler. Elevated station staff included Paul T, Brian K, David T, Zac, Bernie and Arthur! I think there was some swapping between station staff and guard duties throughout the afternoon.

On the outer main, we had Max Gay with Lionel’s R class on the blue set, with Geoff H as guard. Around 3pm, Max came off and was replaced by Warwick’s V1224. The other outer train consisted of the Orange crew with Greg Bird’s 3239 leading Barry Potter’s 5915 on the Central West set, with Ben De Gabriel as guard. Later in the afternoon, this duo was joined by John T and 2904. They ran well until problems were encountered with the 59, which saw it returned to loco. Some more shuffling ensued when a problem with 3239s brake ejector necessitated 2904 to become train engine, with the P class now acting as pilot. Tony K was also guard on this train for a while, while Lionel acted as stationmaster.

Ross with Toneya took the inner main green set, with Neal as guard. Ross ran well until a bogie pin came out on a carriage, which led to some delay. The second inner train consisted of Ray with 3803 leading Graeme K and 2401 on the Pullman set. Guard on this train was Tony E, later replaced by Arthur. They seemed to have a fairly trouble-free afternoon. Inner main station duties were performed by Ian T and Carol L.

Being our RedKite charity day, we were assisted by a few RedKite volunteers. These were Vickie, Nicola and Amy, who gave John L a hand on the gate and wandered about with the donation bucket. Ticket sellers were Gai and Jo, while in the kiosk we had Liz, Di, Joy and Lee. David L was track superintendent, while signallers were Mark G, Barry M and Mick M, assisted by Scott M and Martin D. Towards the end of the day, Bernie was seen undertaking some elevated car repairs.

Setting up was started by Tony K, later joined by Bruce and Dennis who put up the signs and washed our carriage seats. Warwick laid out the hoses, and Graeme K circumnavigated the tracks with the leaf blower. John H did some servicing on the elevated cars, while Barry M raised the flags and conducted vacuum tests with James, David and Bruce. Barry M opened up the signal box and tested the ground level points, while Martin D oiled them.

James had his Gauge 1 Isle of Man Railway tank loco chassis on display, now running on air, in addition to boiler formers for the firebox of his 12 class. Bernie exhibited a revamped riding truck bogie, now fitted with steel tyres, while John L showed us the new posts for the station lamps.

On the elevated we had James with 2604 leading Gary B and Impala, with David J as guard. They ran well until later in the afternoon, when a main crankpin on 2604 managed to come



James, driving the Baldwin, converses with David and Wayne on RedKite day.

loose. James made a quick trip home to fetch some tools, and wasted no time in drilling and fitting a steel retaining pin. This put him back on the track with a couple of cars before running ceased! The other elevated train saw my Blowfly leading Tony K and the Ten Wheeler on 5 cars, with Brian K as guard. We ran well all afternoon and had good fun double-heading, however eventually the heat got to me. I decided to come off, so Tony carried on alone until the end of the day. Station staff were John L, Jim M, Brian K, John H and Bernie, however there was much alternating between guards and stationmasters during the afternoon. After running had ceased, Bruce H was seen having some driving lessons on Impala.

On the inner main, Ross B and Toneya took the green set, with Tony E acting as guard. They seemed to run well all afternoon. The other inner train was handled by Warwick's V1224, with Andrew doing most of the driving. He had Graham T as guard, and, like Ross, had a trouble-free afternoon. Inner stationmasters were Ian T and Bruce H, with assistance from Tony K and Brad.

The outer main saw Arthur and the heritage Mikado leading Ray and 3281 on the blue set. When Ray experienced injector trouble, he was replaced by Graham K and 2401. After rectifying his injector trouble, Ray re-joined the train, making for an impressive triple header. They ran well for the rest of the afternoon, however Ray did have a couple of mysterious front bogie derailments. Guard was David T, but later swapped with Neal B who had been acting as stationmaster. Bernie and Ian T also assisted in both of these roles.

The signal box had Barry M, Martin D and Mark G making sure things ran smoothly. There was some investigation into a mysterious electrical smell, but nothing in particular was found to be the culprit. Ticket sellers were Peter W and Margo, while the kiosk was managed by Liz, Di, Joy, Margo and Lee. Jo was on the gate, after a minor roster mix-up in the previous newsletter (sincere apologies!), whilst Mick was Track Superintendent. Our total number of rides sold were 1126, which is just about spot on the average for December.



Andrew and V1224 with a load of passengers in December.

January Running Day:

Like our December, our January running day was a rather warm one. We managed to avoid the total fire ban of the Friday, however the temperature was still quite hot.

At the grounds early for setup were Graeme K, Barry M, John H and Tony K. Barry raised the flags, and, with Bruce and Deven, undertook the necessary vacuum testing. Graeme took the blower around the grounds, making sure the everything was free of unwanted leaves. Mark G serviced the point motors, while Dennis washed all the cars so that they were spotless for our visitors. John H did some elevated car shunting, while David T and Bill put out the precautionary hoses and watering cans. Tony K and Warwick replaced a defective wheel barrow inner tube, and John L supervised David J turning his HG guards van wheels. Martin D adjusted the detection on the elevated stub points, with heat expansion having thrown this out. John H was also seen giving an interested youngster and family a tour of the grounds.



Zac steams upgrade with the editor's Blowfly 'Hart' on our January running day.

In the clubhouse, James had his Gauge 1 Manx 2-4-0 on display. This is a lovely little engine, now mostly finished and having been test steamed. He also exhibited his 12 class boiler shell and inner assembly.



Ray Lee on 3506 leads Graeme and 2401 upgrade with a load of happy passengers on our January running day.

It was single car day on the elevated today, which made for a different experience to usual. James steamed his Buffalo before running began, with the intent on giving it a christening into public haulage. However, steaming issues meant that he used 2604 for this purpose instead. I ran the Blowfly, Andrew had the A10, and Max ran his 3½" gauge 38. Tony K provided the one exception to the single car running, hauling 3 cars with the Ten Wheeler. He had Steve B as guard, and later Paul T took over driving duties. Zac also relieved me for a while on the Blowfly. The elevated station was manned by Paul T, John L, John H and Bill P.

The ground level inner main saw Warwick's V1224 hauling the Pullman set. David L was guard, later being relieved by Carol. Warwick noted that there never seemed to be many people in the queue, however the trains were always full! He seemed to run very successfully all afternoon. Inner main stationmasters were Ian T and Carol.

Ray and 3506 leading Graeme K and 2401 took the outer main blue set, with Bernie performing guard duties, later being relieved by Wayne and Peter D. Like Warwick, they seemed to encounter few problems during the day's running. Outer main station staff were Peter D, Mick M, Bruce H and Martin Y.

Signallers for the day were Barry M, Martin D and Deven, while ticket seller was Peter W. John L was gatekeeper, and David T acted as track superintendent. In the kiosk we had Di, Gai, Margo and Lee. The total number of tickets sold was 1247, a tad above our average for the month.

Christmas Party & West Ryde Neighbourhood Children's Centre Run:

Preparation for our Christmas Party started early on Friday, with Warwick and Tony K mowing the grounds, and David T attending to the fallen bark and leaves around the grounds. James also patrolled the grounds with the whipper snipper, while Neal and Jo set up the Christmas decorations. As Saturday was also the day of our West Ryde Neighbourhood Children's Centre Run, some of their members also came down to the grounds and brought some gear for the following day.

On the Saturday, Tony K was back at the grounds early and found that the Children's centre were already waiting at the gate! Barry M and Dennis O'Brien followed soon after and got to work servicing our carriages, in addition to giving them a thorough wash down. Warwick took the leaf blower around the grounds, while Bernie also assisted in clearing up the bark and leaves.

Warwick's Beaver and James' Buffalo were seen in the elevated loco, however neither engine was steamed. Warwick's Beaver has had transfers, final paint and numberplates applied, and they certainly look the part. Tony K brought the Ten-Wheeler out, however a problem with a cylinder gland prevented him from running. Graeme K had his H class in the ground level depot, but also didn't run.

By 11am, the WRNCC had finished setting up and passenger hauling commenced. Ray had 3281 on the outer main blue set,



Andrew on 3609 and Arthur on the 'Old Girl' prepare to depart with the WRNCC Santa train.

but had some trouble with slipping. His whistle valve also stuck open for a while, however this issue was soon rectified. I already had the Blowfly in steam on the elevated, however I was quickly summoned down to the ground to assist Ray. I ended up banking him the rear. I hadn't intended on running on the ground, so didn't bring my ground level footboards. I resorted to sitting cross legged with the riding truck at elevated height. It's a good thing I'm still young and flexible! David T was guard on our train. Ray came off around lunch time, and conducted both a hydrostatic and steam test in the ground level loco, for which David T officiated. I reduced the load to two ground level cars and continued to run unassisted, while Neal B took over as guard. I was surprised at how easily the Blowfly handled this load. Meanwhile, Simon had steamed up his new Springbok and subsequently came on to the front of my Blowfly. We attached the rest of the cars and had great fun in giving the B1 its christening into passenger service. It was very nice to see essentially two products of Simon's workshop running together.

The other outer train was handled by Mick and the Shay. He took the Central West set and had Tony K as guard. Soon after coming onto the mainline, a strange knocking sound was detected, so the Shay was shunted into the yard to investigate. Bruce H and Jo were stationmasters.

There was only one inner main train, which initially took the form of James' 2604 leading Andrew on 3609, with Arthur on the Old Girl as train engine. David J was guard, later relieved by John H. However, after the first lap, James' axle pump fell off, and the works wagon had to be utilised to get the engine back to the elevated loco depot. Andrew and Arthur carried on alone, experiencing some trouble with lack of adhesion. James later took over the driving on the 36 for a while. Inner stationmasters were Carol L, Jo and Bruce H (I believe the later two alternated between stations!). Graeme K and Gai also assisted at times. Graeme was seen picking out quite a few of our weeds too! All the trains seemed to experience consistent heavy loadings, especially on the inner.

Signalmen for the day were Barry M and Warwick, who

made sure that the whole operation ran smoothly. John L and David J was also engaged for much of the day in attaching his Manning Wardle chimney to the smokebox, while Geoff H also did some work on his Speedy.

The Children's Centre put on a wonderful lunch for us, which is a very nice gesture of gratitude for our services. Their packing up was well underway by 2pm, and by 3pm they had left. Around this time, more members and friends began to arrive for the Christmas Party, however it was also at this time that the rain came! Despite this, 3609 was kept in steam with the empty carriage set in tow. After the rain eased, several members tried their hand at the regulator until the engine was packed away. Jo, Graeme and Neal got the BBQ going, and the remaining members and guests enjoyed dinner at the grounds.

New Year's Eve Run:

Our NYE run was attended by around 35 members and guests. In addition to this, 9 locomotives were brought down, of which 7 ran. On the ground level, these were Simon and Gary's Springboks and Graeme K's 50 class. On the elevated, Warwick and Andrew had Beaver, John L had 1915, Tony K brought his 14xx, and Neal and Jo ran 'Butch'. Also present, but not run, were Warwick's 13 class and Wayne's 34 class. Neal was testing the new superheaters on Butch (a feature of this newsletter), which gave very satisfactory performance. On display in the clubhouse were Simon's Gauge 1 Edwin chassis and Geoff H's Speedy axlebox, both very nice pieces of work.

Dinner was enjoyed by all present, and those who stayed until 9pm got to watch the fireworks on the television.

Locomotive & Rollingstock News:

We have recently seen Lionel's Reg Wood built 2-8-0 Consolidation at the grounds for a boiler test, which was officiated by David T. This is the first time we have seen the engine at the grounds in a while, and after a bit fiddling, the engine passed the test successfully. Simon has his new B1 at the grounds for some



Member's and their family enjoying New Years Eve dinner at the grounds.

Editorial:

On September 21st, the global steam enthusiast fraternity was informed of the sad news that renowned British artist, conservationist, and steam preservationist David Shepherd passed away at the age of 86. For those who don't know, Shepherd was an instrumental and inspiring figure in the world of steam locomotive preservation. Revered for his beautiful wildlife paintings and conservation work, he also brought to life the fascinating passing of the steam era on canvas, his artwork enabling him to save Standard classes 9F 92203 and 4MT 75029 from the scrap torch, purchasing both locomotives direct from British Rail in 1967. Shepherd later went on to purchase and preserve a number of steam locomotives in Zambia and South Africa. The steam preservation world has certainly lost one of its heroes.

News of David Shepherd's death prod me into considering the debt that we owe to many of our club members who are no longer with us. The memories, hard manual work, and friendships that they provided are tangible indicators of the positive contribution that they gave to our society. All of us will treasure the happy associations that we had with the likes of Barry Tulloch, Vic Scicluna and Henry Spencer, among many others. While they are no longer with us, their priceless contributions to our society will live on as long as SLSLS is in existence. It is this that eventually replaces our mourning with fond memories and unwavering admiration.

Nick Kane.

trial steamings, with the engine giving very satisfactory performance every time. Warwick's Beaver has now had all its painting finished, in addition to transfers being applied to the cab sides and a very nice numberplate below the front headlight. James has fitted 2604 with some very nice builder's plates on the cabsides, while we have also seen his Buffalo tested at the grounds in an effort to find ways to improve steaming. Neal B's Butch has been fitted with new superheaters, courtesy of Warwick, with these having proved to be a resounding success. You can read more about them further in this newsletter. Greg C continues to make progress on the overhaul of the Leishman built Southern 4-6-2, and recently exhibited a new riding truck to go with the engine. This is a lovely piece of work and is in the form of a bogie low loader wagon, complete with Southern Railway (US version) logos.

Model Engineering Activities:

David J continues to make steady progress on his Manning Wardle project, which has recently included getting the smokebox assembly closer to completion. With help from John Lyons, we have seen him at the grounds shaping the chimney base and attaching the chimney itself to the smokebox. In addition to this, work has commenced on fabricated cylinders for the engine, with assistance from James, and eccentric and valve gear pieces under Simon's supervision. Most recently, we have seen a complete rolling chassis complete with cylinders, wheels and rods

all in place. David is also underway on a HG guards van, which he is completing as a project for school, having been engaged in machining the wheels with assistance from John L.

We have seen James' Schools Traction Engine, complete with modifications to the original plans in the form of steering and a proper regulator. James has also recently completed construction of his lovely Gauge 1 Isle of Man Railway Beyer Peacock 2-4-0, this engine notable in having a coal fired boiler. It was given a very successful test run at home, and was recently seen in action on Warwick's Cripple Creek railway. To go with the engine, he has constructed a laser cut Manx coal truck. We also continue to see regular progress on his 12 class, including boiler formers and a now rolling chassis.

Paul B has exhibited further progress on his O class, including some beautifully machined rods complete with bushes made to exactly the same design as the prototype. Ross has shown us the builders plates for his Fowler traction engine, while we have seen Bernie's revamped riding truck with new steel tyres. Andrew has shown us his Gauge 1 Puffing Billy long coach, whilst Simon has been engaged in completing the chassis and valve gear assembly for his Edwin, which now runs on air. Geoff H continues to progress with Speedy, and we have recently seen some very nicely machined axleboxes and steel boiler formers at the grounds. David T has shown us his 620 class piston valve and line, another beautiful job. David L and Zac have recently

Diary:

March 3: Members Run.

March 6: Directors Meeting.

March 9-11: LMLSLS Birthday Run.

March 17: Public Running Day.

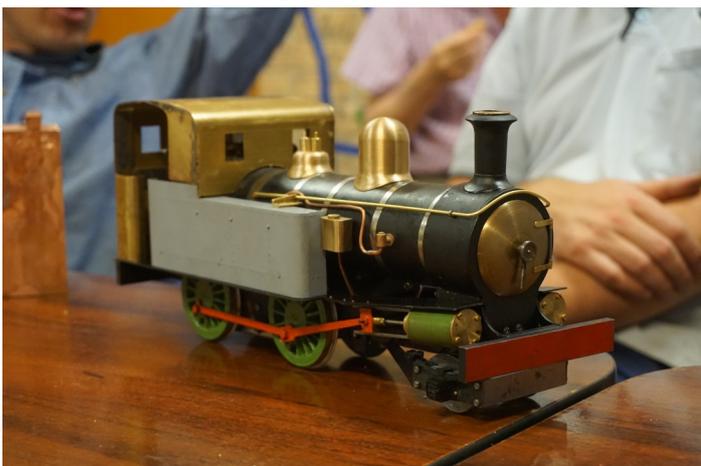
March 30-April 2: Easter Convention, Bunbury WA.

April 3: Members Meeting.

April 21: Running Day.

May 1: Directors Meeting.

May 19: Public Running Day.



James' Gauge 1 Isle of Man 2-4-0 almost complete.

Duty Roster

March: R. Bishop, N. Bates, T. Eyre, M. Lee, R. Lee, P. Wagner, P. Taffa, J. Tulloch, Z. Lee, N. Kane.

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

May: W. Allison, S. Collier, G. Buttel, B. Millner, S. Murray, G. Tindale, P. Brotchie, J. Sanders, D. Shirke.

June: D. Thomas, B. Courtney, G. Croudace, S. Larkin, L. Pascoe, S. Sorensen, D. Lee, B. Wilkinson, G. Hague, M. Dewhurst.

Gate: March. J. Mulholland, April. M. Murray, May. S. Murray, June. J. Noller.

been seen testing their new partly finished Commonwealth Railway carriages, these having been towed around the ground level inner main by their Ruston shunter to check clearances.

Club Works & Maintenance:

Much work and maintenance has been undertaken at the grounds over the past few months. Martin D and Barry M have been engaged in fitting a securing lock to one of our point levers, which is aimed to prevent run through of points. Deven and Tony K have replaced the cup hooks on our interpretative signage boards, which look much better and are more functional. Bernie has been seen applying some signal numbers on his repainted signal number plates, while Peter D, Paul B, and Tony have attended to some adjustment to the ballast siding access bridge to improve its fit. John Lyons has fitted an innovative table to the band saw that can remain in place when cutting horizontally. Martin D was seen investigating a problem with number 7 signal where it would not display a pulsating indication, while Tony K has continued to update our elevated LEDs.

The gardening crews continue to do a great job of keeping our grounds looking very tidy, and Sheila has attended to our clubhouse garden, which is looking very lovely. James, David J, David L and Bruce did a sterling job of clearing and mulching the tree that fell down over our entry bridge, which took quite some time. Simon also does a wonderful job of maintaining the ticket office garden, in addition to giving our toilets a thorough clean.

Peter D and Paul B have reviewed our track jigs, while John L has been looking into posts for the new station lamps. He has done some work at home on these, and recently brought along the newly completed posts, giving these a coat of paint in the elevated loco depot. Bernie has repaired elevated car number 5 with a new footboard and other attention. John H has been engaged in modifications to the canteen servery under the bench to allow a cash register to be comfortably positioned for the ladies on running days. He has also repaired our mulcher, which had some bent shafts. Mick has attended to the sloppy shelf in the signal box, which houses the recorder and several other items, whilst Martin D has investigated our elevated track reed switches. Peter W continues to further catalogue and sort our club magazines.

It was found that one of our entry bridge panels needed replacing, so James extricated the spare deck panel from the



Tony doing the rounds with the weedkiller train.



James, Andrew and David work on the panels for the char shelter.

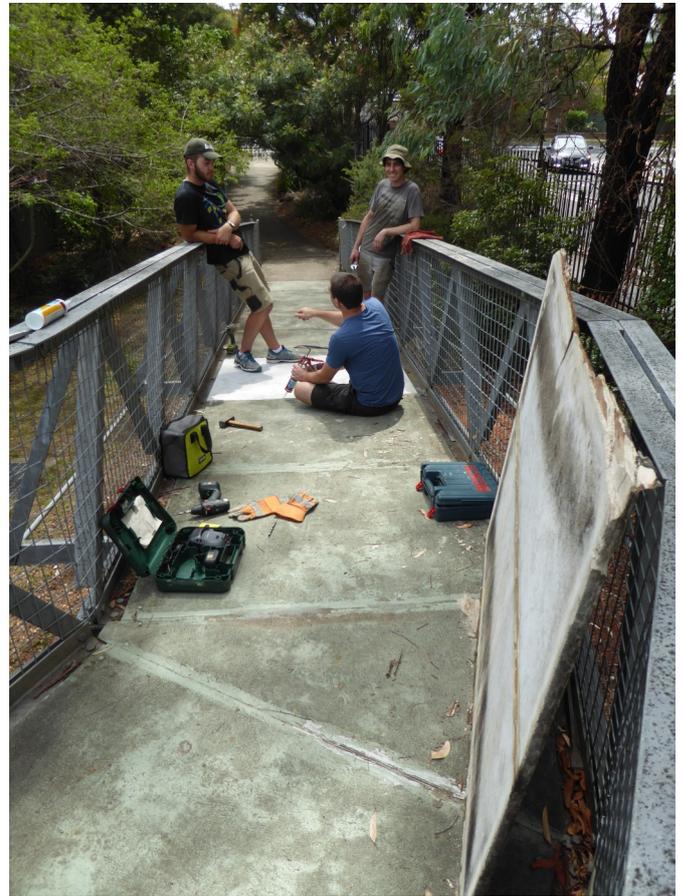


The December gardening crew at work.

back the shed and transported it to the lower end of the grounds. A team of James, Andrew, Evan and Warwick duly removed the old panel and inserted the new one without too much difficulty. Andrew and James sealed the joints with silicon sealer, while Bruce and Warwick gave it a coat of green paving paint. Bruce also used the silicon to repair a loose seat board. James and Tony have dismantled 3 inner main track panels which had been affected by corroded sleepers. With assistance from Andrew and Brad, several of the sleepers were replaced with stainless steel ones, while the remaining originals were ground back and given a coat of primer to help preserve them. Bruce H and Bill P recently cut up some shade cloth, which Bruce has obtained to replace some of the worn tarps covering our seats and station boards.

A great amount of work has been done in creating the new char enclosure, with help from many members. Deven, Tony, Bruce and James were all involved in cutting the steelwork for this and welding the hinge angles to the structure. The front panels were then welded up and had panelling installed, with Scott, Bruce, Andrew, Tony, James, myself, David J and Peter D all having a hand in this. Tony screwed in the panelling, cut off the protruding screws and then applied cold gal to the welding. James and David J squeezed in between the coal bags and the fence to drill some holes and attach fasteners. James, Andrew, David J and Warwick then assembled the roof panels, complete with hinges and lifting eyes.

Much reorganising was then required around the coal bags, in order for excavation to made for the concrete lintel that will support and locate the wall panels for the new enclosure. This was done by Andrew, Neal, Jo and Warwick, and while this was happening Brad and David J cut some channel using the power hacksaw. These were then drilled and painted, ready for attaching to the lids of the coal enclosure to locate them onto the top of the front walls. Tony K, Bruce H, Warwick and Bill P broke up all the rotten pallets and other timber that required disposal. They then emptied the end char bag, filling up the ground level char bin, some empty drums and a wheelie bin! This allowed for removal of the two pallets to permit the completion of excavation for the concrete lintel. James and Andrew sourced some timber and made up the formwork, this being 7.6 metres long. Andrew, James, David L and Neal then finished digging and placing the formwork, which took some fiddling to get straight and level. Neal and myself then barrowed down the excavated spoil to fill some depressions at the lower end of the grounds. Apologies if I have missed anyone involved with this project.



Above: James, Evan and Andrew replacing the bridge panel.

Below: David applying silicon to the piece.



Tony, David, James and Bruce at work on the char shelter.

OUR 70th ANNIVERSARY SLSLS

Come and celebrate at our
Anniversary Dinner!

Ryde-Eastwood Leagues Club
Saturday 14 July 2018

6.30 for 7pm
Save the Date!

Election of our 2018 Board – Request for nominations

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

Nominations need to be in writing, and provided well in advance so that all members can be advised of who is standing for election to the board.

Nomination forms are available in the clubhouse, and will be provided to all members for whom we have an email address. A form can be provided by mail on request to any Board member.

The nomination form gives an overview of the roles and responsibilities of each position. Each nomination must be signed by two members, and the person being nominated. The completed form **must** be provided to Simon Collier by **Sunday, 6th of 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.

The current board is:

- Warwick Allison President
- Mick Murray Vice President
- Simon Collier Secretary
- John Hurst Treasurer
- David Thomas Director
- Neal Bates Director
- Ross Bishop Director

A New Superheater for Butch

Warwick Allison

Recently Butch hasn't been feeling well. It made steam but when it wanted to go the pressure just dropped and dropped! A quick look at the Wascoe Interclub suggested a leaking superheater, so a workshop visit was in order.

Neal brought Butch around and we put her on the air compressor. Using a flame on a gas fire lighter we were able to detect air coming out the fire door as well as some air flow in the smokebox. The decision to remove the superheaters was a point of no return. The steam unions to the cylinders were well below the smokebox door opening meaning that they were not going to come out without some mangling. Clearly they must have been assembled onto the boiler before the boiler was placed into the smokebox.

The chimney was removed as was the petticoat pipe. A large

gap around the stub chimney had been filled with a putty like substance.

The wet header had nuts on studs, so these were removed (one stud came out with it) and after the unions were undone, a tug showed it was going to be hard to budge! Access was not easy and various implements inserted through the chimney hole failed to make any difference. Eventually a pair of multigrips was able to be gripped onto the header in one position, and Neal with much strength and gentle wangling slowly worked it loose. For a plumber, he would make a good dentist! The cylinder unions were bent up and inwards and it was able to extract it through the smokebox door hole. Was the diagnosis right?

The superheaters had four elements of ¼" stainless steel tube. They had been formed very neatly with several bends to attach to the header and welded at the spearhead. One element had broken completely at the spearhead, no doubt exacerbated by the removal. The steam hole left after the welding was very small! Another element was observed to be cracked while two of them pulled out of the hot header. Here it was evident the silver solder had just flowed around the stainless tube and not



Photo 1: The fractured spearhead.



Photo 2: The problem with the hot header.

into the header which incorporated a screwed connection for a snifting valve, and the part assembly trial fitted. Of course it had to go in through the smokebox hole without bending! It didn't! The old header had a flat top and now I found out why. The new one had a flat filed on it until it cleared the top of the smokebox hole and in they went! The soft copper elements and bends move to accommodate themselves and it was determined it was probably best to have the returns come out to the side of the inward elements. This was done and with a little downward turn as they emerged from the tube, they could be attached to the wet header which was duly done. The centres of the hot header holes for these elements were thus determined on the job, with the inner ones being closer together. Another trial fit showed so far so good, but what to do about those cylinder connections?

After much pondering it was decided to raise up the cylinder connections by machining some hex brass as an extension piece. These were threaded 1/2" x 26 and the union (which were reused) was 9/16" x 26. I didn't have a 9/16" x 26 die otherwise I would have made the extensions the full pipe connection to the hot header unions. These extension pieces bought the unions above the lower part of the smokebox access hole.

The old unions were cut off the old hot header and the stubs machined to be clean and drilled to suit the 5/16" copper pipes I intended to use to connect to the hot header. These needed a bit of a bend, so this was done before they were cut. Another trial fit to determine where they needed to be attached to the hot header and holes were drilled and they were silver soldered in place without (fortunately) disturbing any of the previous joints!

The wet header studs were in fact all threaded rod and the holes went all the way through to the boiler. As three of them were still secured in place I decided it would be best to leave them as they were. Unfortunately the main steam pipe actually protruded out of the fitting, something that would upset my O ring

actually attached itself.

No snifting valve was fitted which was unusual for a loco with slide valves on top and could have contributed to the element failure.

New superheaters were made from copper tube which was to hand. While they won't last as long as stainless, at least they will be able to be removed for repair! The scrap bin was trawled and I found some copper blocks that I must have made for something else but never went ahead. These were ideal with the minimum of rework so were tobin bronze brazed to the new copper elements. Bending the tubes without crushing is always a challenge when tight bends are needed. I had a bending tool which helped plus a couple of annealings and the job was done. A new bronze wet header was machined which incorporated a recess for a viton O ring seal. The new elements were silver soldered

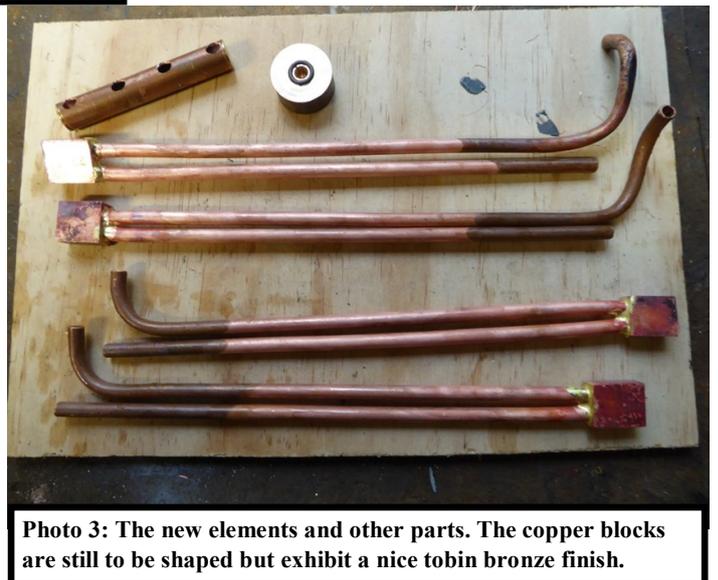


Photo 3: The new elements and other parts. The copper blocks are still to be shaped but exhibit a nice tobin bronze finish.

seal. A search of the various tooling I had revealed a D bit, but the spigot was too small. A small bush was machined for the spigot and the steam pipe was then able to be faced back using my battery drill.

In case the securing bolts leaked, the new header was assembled with some Loctite master gasket outside the O ring and the whole assembled. A snifting valve was made and fitted with a silicon nitride ball. A right angled fitting allowed it to be secured to the side of the smokebox and it was piped to the wet header.

A test on air revealed all now to be well! No leaks were detected and the loco ran very sweetly on very little pressure. A flogging right hand lifting arm was fixed and the beats improved!

Neal had to explain the work to Jo and had a good laugh at her working out flat heads, wet heads, D bits and why anything needs flogging not to mention that no-one should need to file a petticoat, not since the 1700's. He reckons it makes perfect sense, I will trust it does.

The petticoat was reinstalled and this and the lower smokebox was sealed with Roof and Gutter sealant. At least next time the superheaters need repair they will be able to be removed!

Butch was successfully run on the New Years Eve run. The snifter let it run freely down the hill and the steaming was now wonderful! The result a couple of happy owners!



Photo 4: The new superheaters.

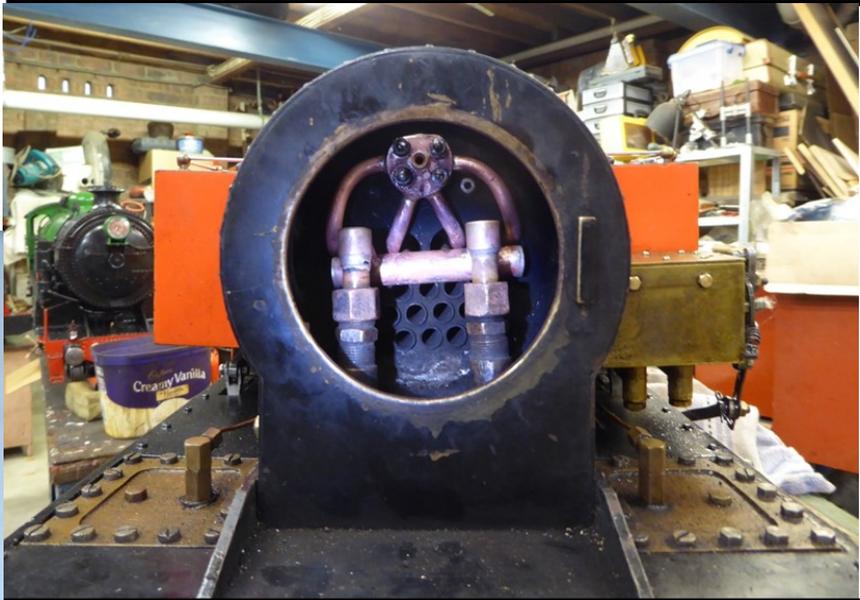


Photo 6: The superheaters in place.



Photo 5: The new snifting valve.



Photo 7: All piped up and assembled.

A Partial Railway Holiday

James Sanders

Recently I had the enjoyment of going to Victoria with my wife for a week and a bit on holiday. The first one as she will remind me since our honeymoon 4 years ago! It wasn't supposed to be much of a train holiday however it seemed like we did get to see a little more than just Puffing Billy. In our prime adventure sight-seeing around the south along the Great Ocean Road and slightly inland we got to see some of what is left of one of the other Victorian Narrow Gauge lines, the last one to close in 1962 from Colac to Beech Forest. This was a nice coincidence as a precursor to our visit to Puffing Billy the following week.

If you are ever in the area it is worth a look, a rail trail follows the path of the line fairly closely and some structures are still in place such as many of the halts along the line as well as the station building at Gellibrand. Virtually every halt or station has a railway sign next to it and many interpretive signs tell the story of the various locations and railway operations. We also visited the resurrected end of the line at Crowes, which was a later extension of the line to Beech Forest. On visiting the Cape Otway lighthouse it became clear how remote the area was until the coming of the Narrow Gauge. Now the roads cut the journey time down even further but they still wind their way around the hills just like the 2 foot 6 gauge did!

As our plan was to camp we were forced to find somewhere to go as just near new years it seemed like everyone had the same idea as us! One night we camped very close to the alignment at Ditchley in desperation, the halt not too far from Beech Forest



Railway sign at the site of Beech Forest station.

and whilst we waited for the sun to go down we walked along part of the trail, beneath the formation of the line which goes through private property in this area. If you tried really hard to you could hear the beat of an NA pulling it's train up the grade towards Beech Forest. Beech Forest featured a yard and strangely, a balloon loop. The only balloon loop on VR Narrow Gauge, which was added when the railways realised that the curves were wearing out their wheels on one side and to try and balance this they would periodically take trains of wagons through the loop to even out the wear in having the wagons face the other way! The formation of the balloon loop is still visible and close study of the photos included should reveal where the line was. The other peculiarity was that in the middle of the balloon loop, which was already perched on top of a ridge, was a tennis court! Evidence of that is still there today.



Crowes - the end of the line from Beech Forest.

At Ferguson, about 6km down the line from Beech Forest on the way to Crowes is a shed which is now a café and museum. The story of the VR narrow gauge activity in the area is well documented and the food very yummy. Down the hill towards the sea is Triplet Falls and on a little rainforest walk we stumbled across evidence of a sawmill which as one stage would have sent freshly saw timber to the rail-head up a bush tramway, many others like it surrounded Beech Forest. A boiler is still here in the bush and one can get an idea of its size from the photos. Our walk also took us past a few tree stumps from the saw milling days with the notches still in the bottom of them from where the cutters had inserted their planks to stand on when



A cliché shot but a favourite spot nonetheless. 8A crosses the iconic timber trestle bridge just outside Belgrave, which crosses Monbulk Creek.

cutting! A little further up the hill and we got a different view of the forest from a little higher up on the Otway Treetop Fly. Following doing various touristy things along the Great Ocean Road and visiting Melbourne, we went to Puffing Billy. Saranne had thoughtfully booked accommodation at Emerald within eye-sight of the railway crossing on Kilvington Drive at a Bed and Breakfast named the “Heart of Emerald”. I would highly recommend this place if you wish to visit Puffing Billy. We stayed two nights, which allowed many opportunities to enjoy the railway with both a trip from Lakeside to Gembrook return and some photography. The trip on the train was excellent and the service schedule was at peak with many trains running during the day. 4 NA locomotives were in steam that day, although I

only saw 3 of them, 7A (our train engine), 8A and 12A. I ran into Les Thompson (occasional driver at West Ryde) and he let me have a good look in the cab of 8A. The crew of 12A extended the offer as well, how could I refuse! Riding with the crew of 12A during shunting at Gembrook gave you the idea of just how small the cabs of the NA’s are. The fire door is gigantic compared with the space the fireman has to swing it. A look inside the firebox reveals just how small the grate area is. This was something that the driver commented on. He said that driving G42 at Puffing Billy (not operational that day) was more like driving a K than a narrow gauge engine due to the size of the firebox and that the NA was tiny.

Overall, the operation of the railway is incredibly professional



Cleaning 12A’s front end at Gembrook.



Overflowing water tanks on 12A.

and the locomotives kept spotless. The crew never let anything stay dirty and I observed numerous times both fireman and driver cleaning whenever they had a spare moment. All of the staff and volunteers were very friendly and they obviously want you to enjoy yourself and come back!

During the pursuit of 12A on a photo chase from Lakeside to Gembrook the train stopped to pause at Fielder, apparently the steepest part of the line and on a curve. The curve was obviously a difficult one to restart on, the driver told me later that this is a point he occasionally stops at to test himself, restarting without the application of sand. On this occasion, his son was driving instead of firing and it was a test for him under instruction. 3 attempts were necessary to get the train going after violent slips previously. The sight was something I won't forget any time soon. The whole engine shook as it tried to dig in. Sure enough with careful opening of the regulator and to my shock no opening of the drain cocks he managed to get the train going.

Once at Gembrook 12A had it's smokebox cleaned and lubricator oil replaced as well as the obligatory water top up. See photo for when the fireman was distracted a little too long by a certain member of SLSLS and side tanks overflowed much to my delight! The crew were certainly under the pump and pressed for time to get all their checks done prior to returning to couple up to their train and return to Belgrave.

A feature of the railway which is of interest is the significant use of VR signalling, both manual and automatic. Most railway crossings with warning lights feature automatic upper quadrant signals fore and aft. All stations of significance are protected with home signals and outer home signals. Many of the manual signals are constantly left at "clear" in the Lakeside to Gembrook section, which usually features only one train in the section at the time, whereas at Menzies

Creek, the crossing location between Belgrave and Lakeside a signal box is employed to operate the many lower quadrant signals and trains operate on the staff and ticket. All the trains I witnessed were followed at a safe distance by a John Deere golf buggy converted into a hi-rail to act as a fire fighting truck – the ever present risk of stray sparks and fires being a major threat.

On our way home we stayed at Gundagai, not too far from the old timber trestle to continue the railway theme. The trestle it is quite an imposing site and I believe it is the longest timber bridge in Australia, if not the southern hemisphere, alas it stands as a monument to the Whitton era and times where travel could afford to be a little more pedestrian.

I think I will have to get back to that Gauge 1 NA idea that has been brewing for a little while...and some people have suggested one should be built in 5 inch gauge! We will have to wait and see...



8A rolls into Emerald and will pause to allow passengers to alight or get on prior to continuing towards Lakeside.



12A gets its train away from Fielder after several attempts to get moving on the steepest part of the line.

Band Saw Innovation

John Lyons

At the December member's meeting Ross Bishop voiced his concern about the use of our band saw in its vertical mode with the rather inadequate "table" that is attached to the blade guide. The saw is one of the Taiwanese built metal cutting band saws that have been sold through out the world over many decades. While the design has many limitations the use of the saws have saved many hours of hacksawing and the purchase of countless hacksaw blades!

As the saw is supplied the stand is rather flexible when trying to move it. The table, once fitted for vertical cutting, has to be removed to return the saw to its horizontal cutting mode. With the blade twisted through 25 degrees it will track off the wheels once it stretches a little with use.

The club band saw has been fitted with a more substantial set of legs and my similar saw at home sits on a solid wooden stand fitted with wheels and provides some storage capacity as well.

I have had a table fitted to my saw for many years and the following Saturday I fitted a similar table to the club saw. This table can remain in place whether the saw is in its vertical or horizontal cutting mode. I cannot claim any credit for the concept. My friend John Shoebridge purchased one of these saws in the late 1970's and designed the table so it could remain in place for horizontal cutting. He was always aware of the safety aspects of things and did not want to waste time with unnecessary setting up.

The overall size of the table is 150mm x 120mm. There is 30mm of table in front of the blade and 90mm to the right, the left hand bottom corner of the table is shaped so that it matches the contour of the side of the base when the saw is in its horizontal cutting position. These dimensions will give very suitable and safer support when vertical cutting. As with any band saw care still has to be taken to ensure that your fingers and thumbs are moving well clear of the blade as the work is pushed forward.

The table is made from a piece of 11 swg black mild steel plate. I marked out the plate to the dimensions of my table but I did not drill the holes for the mounting screws till the Saturday morning in order to check that the holes were in the same place. They were and the table was fitted very quickly. I was also very happy to find that the top of the blade guide was as good as square with the blade.

This will make the band saw more versatile and safer for us all to use but still exercise CARE!



The saw in its horizontal position with the cutaway section of the table matching the contour of the machine base plate.



This image shows the shape of the table with the saw in the vertical cutting position.



Above: James coasts down through the bottom curve with 2604 on the January running day.

Below: Again on our January running day, Warwick meanders upgrade with V1224



***'Newsletter'* is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.**

Track location is Anthony Rd, West Ryde adjacent to Betts St, behind West Ryde shops. 33° 48' 15.99" S; 151° 05' 12.78" E

Telephone: (02) 9874 8696. **Postal Address:** The Secretary, PO Box 124, West Ryde, NSW, 1685

Web Page Address: <http://www.slsls.asn.au>

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

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