

'Newsletter'

Vol. 32. No. 2.
May 2004.

Running Day Reports February 2004.

This running day turned out to be much better than many of us expected. The weather forecast mid week foretold of extreme temperatures for Friday and Saturday. True to form Friday was as forecast with a total fire ban and I expected that the same would be declared for Saturday. I was very surprised when Saturday arrived that there was no mention of a fire ban in operation, the overnight temperature had remained very high, it was 28°C at the Weather Bureau at 7.00 am. By 10.30am. at Seven Hills on my verandah, in the shade, the thermometer showed 38°C. Just after mid day as I headed for



Bernie Courtenay drives Henry Spencer's Tasmanian R class past a large party group on the outer main.

West Ryde I noted that the temperature had reached 42°C. It was not going to be pleasant!

On reaching West Ryde there was a slight southerly breeze which fortunately continued and built up in strength as the afternoon went on. By 3.00pm. some cloud started streaming in and as it got thicker we had some shield from the sun to some extent.

There was one very big party group belonging to our neighbouring Indian family, they were set up well before the gates opened near the level crossing. Mark Gibbons was flagman at this position during the afternoon and was treated to some of the party fare by the family, nice to have a fringe benefit or two. There were a couple of other party groups who all made good use of the shaded areas. Alan Mackellar was our gatekeeper and after the initial rush enjoyed a rather quiet afternoon till about 4.00pm. when there was another rush time with a large number all turning up at once.

On the elevated Jim Leishman ran his Ps4 pacific providing the sole service on this track. Jim has had an ejector fitted for some time but now all of the piping has been completed, a



Mick Murray and Brian Rawlinson busy at work in the Signal Box.

vacuum gauge fitted to the tender and a control valve on the front of the riding truck. Jim said that he was very pleased as it worked far better than he thought. With the steam valve just opened there was a good vacuum, +10 inches Hg. With this new piece of equipment available Jim coupled up to four cars and a van and with full loadings really barked up the bank handling the extra capacity with ease. I shared the driving and guard duty with Jim, both of us forgetting at times to release the vacuum when we wanted to leave the station with a fresh load. We found that by maintaining a vacuum of about 2 to 2 ½ inches Hg. we could run down the hill with the train well under control. There were not often any queues at the elevated station but we always had fully loaded trains, I think all the intending passengers waited in the shade and emerged when we arrived at the station. The last elevated run departed at 4.55pm.

On the ground level inner Warwick's V class coupled up to seven cars and a van, the driving and guard duties were shared by Scott Murray and Andrew Allison with Scott taking the first shift at the regulator. The second inner train was hauled by Barry Tulloch D5902 early in the afternoon to be joined later by Ray Lee with C3112. With the light patronage this train spent a good part of the afternoon set back in one of the sidings. One of the outer trains was hauled by Henry's TGR R class. Bitza, the usual running partner spent the day in the boot of Max's car. Robert Smithers D5903, and John



Inner Main Station Master Steve Border busy collecting tickets.

Tulloch, J, Z2904, were on the second train. Robert and D5903 were replaced by Jeff Sorensen, C3142 but returned to the track to replace Henry when the R class returned to loco to allow Henry to have an early get away. The ride tally for the afternoon was 1611, not bad considering the hot weather. Liz and Joy worked very hard in the canteen missing out on the benefit of the cooling breeze. Bernie spent some time raking leaves before we started and this reduced the risk of fires.

March 2004.

This Saturday turned out to be a very warm day for the first run of the autumn season. As a result there was a very good crowd with the tally for rides reaching 3027. There was however a down side with the unprotected foot ware issue, our ticket seller, Vernon, having to put up with some unpleasant comments from some visitors who were not happy to comply with our safety requirements. With a hot day late in the season there were some interesting shady spots picked out by different party groups. Another group set up their party near the elevated station with their own gazebo suitably decorated in a railway theme for their birthday



Guard Graeme Kirkby keeping his eye on the passengers!

boy. The elevated locomotive depot was out of action as the exit road to the track had been lifted for maintenance and sleeper replacement. With everyone using the ground level depot it was very crowded.

Compared to the last running day the elevated track provided a very good display. Jim Leishman's Ps4 again hauled four

cars and a van, Brian Rawlinson had his "Blowfly" back in steam and double headed with Ken Baker and "Simplex". They took three cars and a van. David Thomas ran his B10 with one car and provided a service till the end of the day, well after 5.00pm. I had my Z1915 in steam again after fitting a new whistle valve. This was built around a motor tyre valve stem and so far has worked very well. The 19's first chore for the afternoon was a rescue mission for Mick Murray's "Tinkerbelle" and two cars. Mick had his diesel out on the track earlier but as there were some problems "Tinkerbelle" was set aside rather than risk a failure out on the main during the afternoon. I think the load of locomotive, riding carriage and two elevated trucks was the heaviest the 19 has so far hauled. Max Gay thought the loco. was doing a



John Tulloch prepares 2904 for the March running day.

dynamometer test. I then did some banking duty behind Brian and Ken when their load needed some support and the same for Ken after Brian had come off mid afternoon. When Ken took his train into the loop for an afternoon tea break I did a couple more laps then retired to loco to get ready to leave before the rush started. I was pleased with the way the locomotive handled.

On the inner ground level Warwick's V class ran one train while the second had the regular pairing of the TGR R class and "Bitza" – Henry Spencer and Max Gay. The outer track provided a more varied locomotive roster. One train was hauled by Ray Lee with his C3803. Tony Eyre was guard on this train early in the afternoon but relieved Ray and spent a great length of time at the regulator. Matt Lee drove

Ray's C3506 double heading with Barry Tulloch, D5902 in the early part of the afternoon. When Matt and C3506 cut off John Tulloch, J Z2904, ran pilot engine with Barry and the D59. Jeff Sorensen had C3142 in the depot but a missing valve gear pin kept him there.

The ride total gave us the second best result since Warwick started keeping a record. With the warmer weather the ladies in the canteen were kept very busy, fortunately no first aid services were needed. Thanks to Liz, Dianne, Bernadette and Joy.



Guard Greg Croudace awaits the signal while the Jones' make station duties a family affair.

April 2004.

Mid autumn and the summer weather continues. The promised cloud with rain for Saturday morning did not eventuate, we were left with a fine sunny day. I counted nine separate party groups all taking up the shady areas. Alan Mackellar ran the gate and had a reasonable afternoon after the now usual opening time rush. This weekend clashed with the Maitland SteamFest and some of our regulars were helping run 12" to the foot scale locomotives. The elevated roundhouse was still out of service but should be re-commissioned by the time you are reading this newsletter. Anyway with the reduced locomotive availability there was no overcrowding in the ground level locomotive depot.

Peter Shiels was at the grounds for his first run after moving to Toronto. C3901 hauled six cars on the outer track. Early afternoon Peter vacated the footplate and Tony Eyre spent the rest of the time at the regulator. The second train on the outer was under the control of Henry Spencer, TGR R class and Max Gay with "Bitza". They hauled a six car train as well. One of the regular elevated combinations, Ken Baker "Simplex" and Bernie Courtenay, SMR 10 class ran one of the six car trains on the inner while the other was run by the Hurst clan with the 4-8-2 mountain class. Both Johns, sen. & jun. took turns at the regulator. The locomotive had a short return to the locomotive depot to remedy an injector problem and then returned to the track for the rest of the afternoon.

Jim Leishman and the Ps4 ran one of the elevated trains of four cars and a van. Brian Rawlinson, David Thomas and myself with "Blowfly", B10 and Z1915 were to triple head with three cars and a van but Brian found that the injectors would not behave so dropped the fire to remedy the problem at home. The other two locomotives ran the three cars on their own. I think we were at our maximum loading as it was hard work all the afternoon, the station

masters just kept packing those passengers on! The track was a bit slippery but Mick Murray and Barry Millner provided some relief by applying some sand on two occasions.

The afternoon accounted for 2549 rides and no recorded injuries. Liz, Dianne, Joy and Mrs.Eyre ran the canteen in their usual efficient manner.

P.S. The Tulloch boys were of course running full size C3112 and the Lees tending to the 38's, 01 and 30 at Maitland. Barry had reported at our last meeting that 90 year old C3112 would be covering about 1000 kilometres over the event. I was at Dora Creek by Sunday night and heard one of the 38's whistle as it crossed the bridge over the creek on its way home to Sydney. Liz had told me that the 30 was coming home on Monday. Early Monday morning I visited the Station Master at Morisset and found the time through there fitted in with my plans for the day. Myself and Diana along with Peter, Sharlene, Rhianna and two New Zealand visitors took up a spot by the line on the Dora Creek side of Morisset station to see the locomotive come through. Running with the bogie water gin and a service van it looked splendid and was running a few minutes ahead of time. It was the first ever time I had seen a 30 class tank on that part of the main north. Ed.

Presidents Breakfast and Sick Kids Day

The weather was a bit nippy in the breeze, but the day was bright and sunny, and conditions close to perfect.

Bill arranged his usual sumptuous feast to the



Part of the activities at the grounds during the Malcolm Sargent day for the kids. Tribal drumming was a noisy and popular activity!

extent that the BBQ grate gave way and we have now enough sausages for some weeks of lunches! There was a reasonable role up although not as much as previous years, but we didn't muck around either as I saw a lot go back for seconds. For those who missed out we had buttered toast, eggs, snags, onions and bacon - a real man's breakfast!

The Malcolm Sargent people came and set up to get their event under way at 11am. There was a good role up. Ray Lee started out on the outer with 3112. He ran for a while until safety valve trouble coaxed him to loco, then this train was taken by the V class. On the inner, Max and Henry with the R this time leading Bitza, ran the whole

time. Only 2 trains did the trick and it was very relaxing. We had one incident on the outer, and this will be further considered. Some minor track adjustment was attended to on the inner main.

Meanwhile the Malcolm Sargent people had face painting tribal drumming, and a BBQ well under control. The kids had a ball and there seemed to be a considerable number more than in previous years.

On the elevated David Lee ran his battery Ruston and let the kids also have drives. This they greatly enjoyed! They had basically finished up by 3pm, and this allowed us to pack up and then have some afternoon tea!

Convention Report.

Business at the convention meetings is summarised as follows:

AMBSC Meeting.

- Comments have been requested for the updating of the boiler codes.
- New boiler tickets are to have a serial number printed on them, plus the second signature altered to a "Print Name" space.

AALS Meeting.

AALS now has a domain name and the web site

Scale Knuckle Couplings

Murray Hill has scale knuckle couplings for sale. 1 inch scale are \$35 and 1½ inch scale are \$70. Murray's contact details are:
69 Victoria St, Williamstown, Victoria 3016,
telephone (03) 9397 5840 or email
BarbaraWelbourne@netscape.net



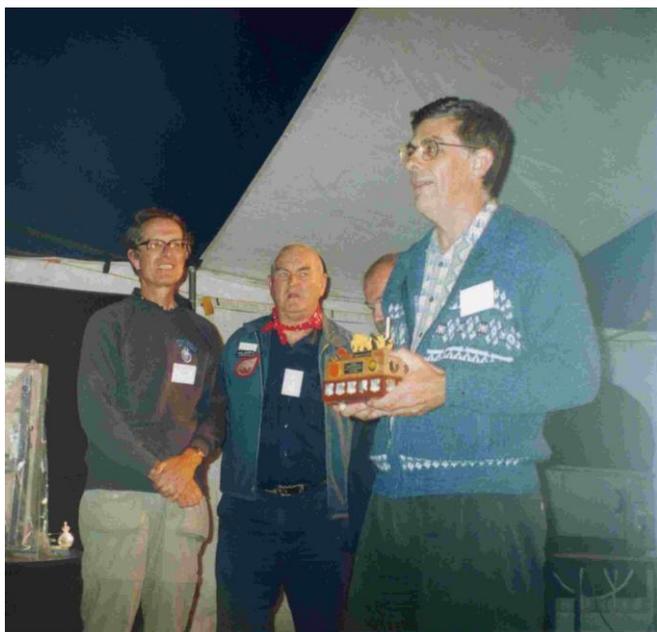
David Lee let the kids drive his CR Ruston shunter around the elevated during the Malcolm Sargent charity day.

has been adjusted for this. It is www.aals.asn.com

- Doug Baker (NDMES) has been affirmed (by Vote) as the Chairman of ALSSC (This is the Safety Committee of AALS)
- John Cummings has been reaffirmed as NSW state representative, and John Wakefield as Vice President. Other State representatives are Hugh Elsol (Queensland), Murray Hill (Victoria), Peter Lawson (Tasmania) and Doug Baker (Western Australia).
- Paperwork for the incorporation of AALS is just about ready for circulation for comment. The target date is 1 January 2005. Currently an incorporated body now exists, and the transfer of Society membership from the old to the new organisation will occur as each Society accepts the new arrangements and applies for membership.
- Other than this the meeting ran according to the Agenda. There were no motions or discussions submitted in time for the agenda.

For Sale:

A 3 ½" gauge 2-6-4 Tank engine is offered for sale with a 4 wheel riding truck, a double bogie truck and some track.
Contact Barbara Terry, Pennant Hills. 9484 1213.



The Southern Federation Trophy being presented to Warwick Allison at the recent Easter AALS convention at Bunbury. In the background are (from left) Richard, representing the Southern Federation, Barry Glover (AALS National President), and (just visible) Peter Lawson, previous winner, of the Evandale Light Railway and Steam Society.
Photo by Gai McCoy.

The "Bogies" Awards

The Most Popular loco award went to John Hagan (SLSLS) for his new 3201. This is a very nice 7¼ inch gauge P class in maroon and with 'Wyang' name plates. The loco was quickly finished for the convention, and the running was a good shakedown for it. Despite a couple of problems, John and Bruce kept the loco going all weekend. The Australian Model Engineering Under 25's award went to a Perth local, Owen Chinn 16 years old. (a member of the NDMES) who had built a small horizontal engine. It was beautifully finished. The Bolton trophy went to Eric Brown of NDMES for his WAGR Dd class 3½ inch gauge 4-6-4T. Eric had worked on the full size engines in Midland workshops. He built a model of his favourite and it has many fine details on it. The engine

obviously sees a bit of use, so it goes as well as it looks! Your President was awarded the Southern Federation Trophy for his contribution to the live steam movement. A condition of this award is that you have to attend the convention with a loco that the recipient has built, and V 1224 full filled this requirement. A more detailed report of various aspects of the convention and other highlights in Western Australia appears elsewhere in the Newsletter.

What's Doing!

Boiler Inspections and Running Day Observations, a commentary by Brian Kilgour.

Over the last couple of months we have been busy with many boiler inspections on both new and previously ticketed boilers.

I have put up in the Clubhouse a list of boilers, with the expiry dates, which regularly run at West Ryde. We have 152 boilers with NA. prefix and about 40 other prefix numbered boilers. On the list there are less than 20 locomotives which could be considered regular runners, indeed there are about 12 consistent runners.

Many members comment that our running days are "too hectic" for them to run. Whilst I cannot argue with the sentiment, if more locomotives were in steam then it would not be necessary to run all afternoon. For every hour that one runs then others get the hour break.

Our turnout for members on a running day is about 30% which by all accounts is very good, some clubs do better and some do a lot less. I personally find that being a Guard is stressful and a great incentive to get my locomotive back in service. I much prefer to be at the front of the train than at the back. The same thing applies here if more people turn up then time as Guard or Station Master is less.

These comments are my own and I do not wish to offend any member but perhaps stimulate discussion and participation in our wonderful hobby.

Duty Roster

The duty rosters have been revamped. Please have a look to see which one you are on! Note that the roster actually applies all month, so if you can't make the Saturday before running day when most of the hard work in grounds upkeep is being done, I am sure you will be able to find other tasks that can be done at other times. Please consult your group leader!

June '04. B.Hurst, G.Croudace, T.Eyre, M.Lee, R.Lee, R.Smithers, B.Tulloch, J.Tulloch.

July '04. H.Spencer, A.Allison, M.Gibbons, W.Fletcher, M.Gay, G.Kirkby, B.Muston, J.Noller, P.Sayers.

Aug. '04. W.Allison, N.Amy, B.Kilgour, B.Millner, J.Mulholland, M.Murray, S.Murray, V.Scicluna,

Sept. '04. B.Courtenay, K.Baker, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa, D.Lee.

Gate Roster.

June. Paul Taffa.

July. David Thomas.

August. John Tulloch.

September. Barry Tulloch.

Concerning boiler inspections, I must reiterate previous notes at the top page of our listing in the clubhouse.

Boiler Inspector's Information to Owners.

Please note that it is difficult to test a boiler which requires constant pumping up. Therefore please try to present a "tight" boiler for testing. We reserve the right to decline a test if the pump rate is considered excessive.

Please present boilers with **CLEAN** tube plates and fireboxes. If we cannot see it properly it will not pass.

It is your responsibility to have the correct fittings for connecting to the test rig. Our kit has a good selection of male thread adaptors in 40tpi, 32tpi and 26tpi. However you should ensure that the right fitting for your boiler is available before presenting the boiler.

All the Boiler Inspectors have jobs and cannot always be at the grounds on the day you choose for your test. We urge you to phone in advance, preferably the day before to confirm that one of us will be at the grounds.

TESTING ON A RUNNING DAY.

This not always convenient therefore please be aware.

1. Confirm a boiler inspector will be there for you.
2. Hydraulic tests must be underway by 1100 hrs.
3. Steam tests must be underway by 1100 hrs.

It is your responsibility to ensure that your boiler is in date, we are not policemen.

Thank you..... Bernie, Ken and Brian.

Welding.

During the current work being performed by Jim and Martin and their helpers it has

been most interesting to see Martin using his MIG welder to such good effect. I have asked Martin if in the future he would be prepared to have a training day at the grounds when those of us with MIG machines could gain from his expertise. So anyone with or even if you do not have a MIG who would like a bit of coaching in MIG welding please let me know and we will try to set up a class or two. Those of us who saw Martin's stitching up of David Thomas' S.A.R. locomotive tender were very impressed. Contact Brian if you are interested.

Driving Speeds.

All drivers are reminded to be aware of keeping to a safe speed when running on our tracks. The corners are rather short on radius and excessive speed can unsettle some of our passengers, especially the younger, inexperienced ones. Take your time, it is less stressful !



Here we have a true artist at work. Jim uses an angle grinder like Michaelangelo used a brush. Jim is sculpturing the base of the new unloader. He is wearing ear protection so he can't hear us talking about what he is standing on.

Editorial.

I would like to record my thanks to Graeme Kirkby for the excellent article on the "A" class published in the last Newsletter. The Editors of the RTM Roundhouse or ARHS Bulletin would have been happy to have an article of that quality to publish.

I happened to read in the English M.E. magazine, recently on sale here, that Martin Evans died at the end of December 2003, he would have turned 88 this year. He had a long association with the M.E. and was the Editor for quite some time. Martin was responsible for many locomotive designs and together with L.B.S.C. made a tremendous contribution to the fostering of an interest in and the construction of live steam locomotives. Testament to their work is the vast number of their locomotive designs seen running today as well as many other locomotives that contain some of their design features. Their writings have provided the inspiration for many modellers to "have a go."

I would like to record my congratulations to Warwick on the award of the Southern Federation Trophy for his contribution to the live steam movement in this country.

John Lyons

Vacuum Line Connectors

Andrew Allison has produced a number of these little connectors to supplement the ones previously provided by John Hurst, so 2 trains are now fitted but more are still needed. Any takers?

The Newsletter

The usual plea for newsletter articles, and photos. It would be good to have a space problem every month. There is no trouble going to 16 pages if the content is there!

Loco and Rolling Stock News

Andrew Allison's 21 class boiler has passed its hydrostatic. This was an entry in the AME under 25s competition at the convention.

David Thomas has shown us some more components for his South Australian 620 class loco, this time some tender components. Greg Croudace has a 3½ inch gauge loco he is restoring. This is well underway as well. Because of this acquisition, Greg is in need of an elevated track bum truck. He has a lend of one at the moment, but if anyone has one surplus to requirements Greg would be please to hear from you. His email address is:

greggles@swiftdsl.com.au

SLSLS Web Site

We now have our own domain name for the web site. Thanks to Brian Carter who organised this (at the same time as he did the AALS one). It is www.slsls.asn.au

The 'asn' means association and is especially

for non profit organisations such as us. The advantage of a domain name is that it is easier to remember the site name, and it allows the files that make up the web site to be portable. That is they can be moved to different servers, and the domain name can be made to point to the appropriate address. Hence any relocation is transparent to the user. The previous address still exists and continues to function.

Overseas Visitor

A member of the Northeast Ohio Live Steamers visited Sydney and was at the grounds on Wednesday 3 March. His name is Mike Udolf and has built an 0-4-0, 4-4-0 American, and is presently working on a 4-6-2 K-4 Pennsy and has 3 gas powered diesels (we won't hold that against him!). He had a good morning being entertained by our Wednesday workers and was impressed with our grounds.

Works Reports

Elevated Track

Allan, Barry and Jim removed the track from the elevated track turntable to the points in preparation for resleepering and rejuvenation! This is now very advanced and should be finished very soon.

Jack is working to restore the Campbelltown banner signal. This will be installed on the elevated near the signal box. Allan Cottrell has manufactured and installed a very nice buffer stop on the end of the traverser siding near the carriage shed. This is a welcome addition and

means that you won't have to worry now about those cars dropping off the end!

Ground Level Railway

Serious progress has been made on the new unloader with the assistance of Henry, Jim, & Martin. The main lifting unit has been completed and the main carriage beam fitted by oxy cutting off the unnecessary bits (thanks to Bernie for the gear) and cleaning up with the angle grinder. The carriage structure has been welded together (thanks to David Lee for turning up in the



Henry, Jim, and Martin wielding the MIG on the new unloader now taking shape.

Diary

29 May	Interclub visit to Orange.
1 June	Annual General Meeting and Members meeting.
12-14 June	Hot Pot Run Illawarra Live Steamers
19 June	Public Running Day
6 July	Directors Meeting
17 July	Public Running Day
3 August	Members Meeting
21 August	Public Running Day & next newsletter!

nick of time to avoid the press ganging of sub standard welders!)

The wheels have been fitted and the second rail of the track has been laid and bolted down. The main body of the unloader has been welded to the carriage. Steel for the main lifting cradle has been obtained and while your President was away at the convention, Jim Leishman, Martin Yule and Mark again worked very hard on the unloader. All the cradle is now in place plus the rails. Power has been provided and the unit actually works! (Not the end of the story though!)

Grounds Improvements

Some explanatory signs have been provided for our signal arms, including the history of the ones installed outside!

David has pointed out that the products of the gardening day (particularly the gum tree leaves) can be put direct onto the gardens and around the trees. This saves work putting them in the trailer or in the leaf bin, and also helps the gardens as well.

Train Brakes Tester.

Mick Murray has installed the final components of the vacuum system for the testing of carriages. This consists of a small box in which is mounted a vacuum gauge and ball valve. To test a car set, one end of the piping is attached

to the vacuum outlet on the end of the carriage shed (inside the doors). The other end of the piping is attached to the car vacuum line. The pump is switched on inside the compressor house and has an automatic cut out and a large vacuum reservoir.

Opening the valve sucks out the line. The line can then be isolated by again closing the valve, and the degree of leakage can be observed by watching the drop on the gauge. The equipment will live in the signal box.

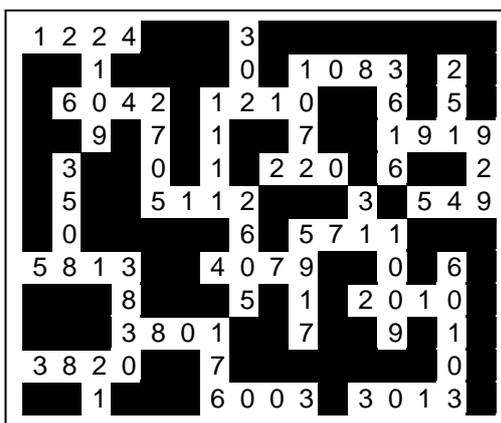


The vacuum brakes test kit mounted in a tool box, and shown here doing its stuff!



David Thomas hard at work protecting the plants from the rest of us!

February Issue Crossword Solution



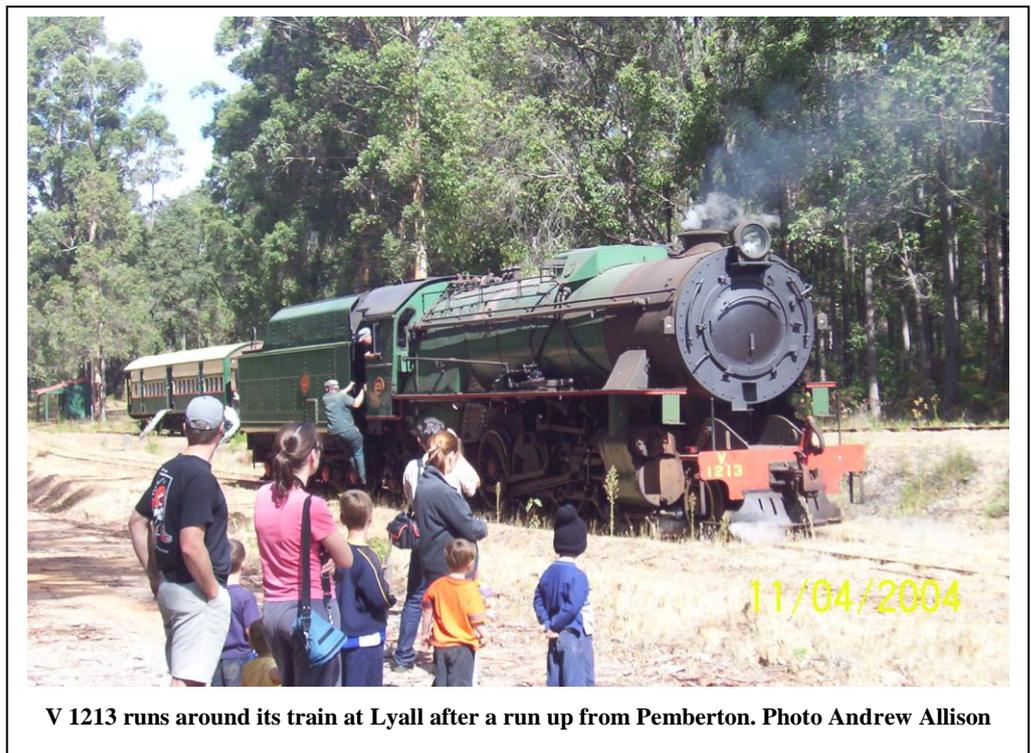
The REAL V 1213. by Andrew Allison

On the Sunday of the Convention I was offered the opportunity to go to Pemberton with Brian Jones of LMLSLS to see and have a ride behind Ian Willis' full size V1213. When we got there it soon became apparent that we weren't just going to ride in the train, we were going to be on the footplate. The fireman was Rudi, a local who works in the timber mill at Pemberton and the driver was Neil. Neil is the operations manager of the Pemberton Tramway Company. This means he does just about everything. He was the stationmaster, driver, painter, fitter, website maintainer and fireman, collected the tickets and looked after the passengers, etc, etc. Neil and Rudi were extremely friendly and easy to get along with. While we waited for departure time we talked (obviously) about V classes large and small. Soon we were off. The Pemberton station yard is flat but as soon as the yard ends it's into the climb. There are a lot of level crossings along the way and the whistle worked overtime on the approach to them all. Neil says you have to work on the "a whistle for a blade of grass" principle. From Pemberton the line gradually rises to Eastbrook siding, 11km north of Pemberton and then rises for another 10km to Lyall. The train stops at Eastbrook siding for half an hour where the passengers on the train came come up into the cab to inspect it. This meant Brian and I had to climb down so as not to crowd the cab. When it came time to depart, Brian and I climbed back into the cab, and Rudi was filling up the firebox. There wasn't a lot of room when the shovel was flying.

Neil said "Just sit in the drivers seat for a minute Andrew." I sat there and when Rudi had finished, went to get up. "No, stay there..." said Neil. "...Do you reckon you can get her away?" Well whether I could or I couldn't I sure was going to give it a go! I wound her out into

full gear, released the brakes and gently pulled on the regulator handle. It took a few seconds to realise that pulling gently wasn't going to do anything. "You can tell he goes to university..." Neil laughed, "...He doesn't have the muscle to pull it out!" I pulled harder and to my embarrassment, slipped. However I managed to recover it quickly and got the train under way. Neil was fantastic at supervising. He knew the road better than the back of his hand, and if he could sense I was unsure of the best thing to do he would tell me "More steam! Shut off! Crossing! Bring it down to 19! (Inches of vacuum)" and if he thought I could work it out for myself he'd say nothing. Having said that, there wasn't really a whole lot to do apart from slowing down at the main level crossings and blowing the whistle a lot. About halfway between Eastbrook and Lyall, under Neil's instruction, I stopped running on the regulator, opened her up and started running on the reverser. We reached Lyall only a couple of minutes late, and after stopping and winding her into mid gear thanked Neil.

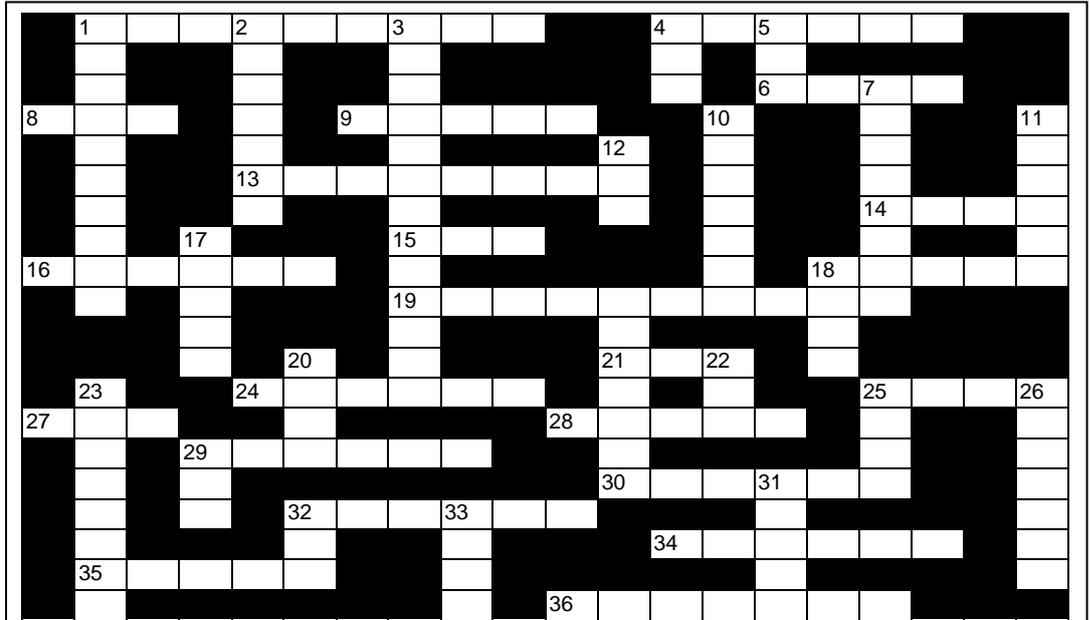
"Yeah, Ian said to give you a bit of a drive if you showed up." he said. "You didn't do too bad." I was smiling so hard it was hurting and I couldn't stop. The return trip was tender first and mostly all downhill. Between Eastbrook and Pemberton Brian got a drive too, which was mainly keeping the train under control using the vacuum on the downhill run. Brian handed back to Neil to bring it into the yard, and it was over



V 1213 runs around its train at Lyall after a run up from Pemberton. Photo Andrew Allison

all too soon.

The SLSLS Crossword!



Across

1. Linear to reciprocating motion to convert without my aid you'd remain inert (9)
4. Leading the way in 1909
a Tasmanian triumph hits the line (6)
6. Steam Collection starts on top, from here to drive the wheel through Walshearts Gear (4)
8. When speeds the intention
a British invention (3)
9. Between the rails, make no mistake
the distance varies from State To State (5)
13. On this stage I think you'll find
essentials for the tender behind (4,5)
14. Army and rail hold something in common
this one that holds water must not be forgotten (4)
15. For good lubrication
get this from the station (3)
16. On steam we depend
put coal in one end (6)
18. We can go for these on train or bus
plane or ferry without a fuss (5)
19. Kylie and George both can lay claim
for this is the word that brought them their fame (10)
21. Your fire required this, this morning
it's what you did to get it boiling (3)
24. If its novelty you choose
then you will lose (6)
25. Ferrous material must be protected
or from oxidation they will be affected (4)
27. Geometric in shape
these containers they make (3)
28. For boiler success
it lets out the excess (5)
29. Doric, ionic these must go
this structure provides you with H₂O (6)
30. Liquid nourishment this engine requires
no steam, or coal, or overhead wires (6)
32. A device that's designed to absorb the shock
this one bolts on to your vehicles headstock (6)
34. To control the fire and make it hot,
you'll find you use this a lot (6)
35. Rolling behind a loco or engine
taken the passenger for his intention (5)
36. An implement used to move the coal
from the place it sits to the fire hole (6)

Down

1. Westinghouse developed this piece of equipment
thus, for the railways, makes braking efficient (10)
2. Get your ticket, stand right here
and soon you'll find your train is near (7)
3. A curved link of gear, that transfers the motion
from eccentric to valve rod without commotion
(9,4)
4. A famous rail in England's west
the initials will describe "the best" (3)
5. This colour is anger, this colour is hot,
this colour is safety, this colour is stop. (3)
7. With a bogie in front and a rear truck behind
this 8 coupled loco is good for the climb (8)
10. To provide support for your permanent way
usually for sleep, beneath the track it doth lay (7)
11. To halt the motion, to stop the train,
these are essential again and again (6)
12. Under the track is this foundation
To us for sleep, is our sensation (3)
17. Connect this point to another one
and then you'll see the journey done (4)
18. To drive the wheels around it seems
you have a need for these straight beams (4)
20. To move water particles farther and faster
100⁰ is what we are after (4)
22. High speed trains are all the go,
In France there is one that you should know (3)
23. Cars, trucks and buses all must heed
for when I'm down you may not proceed (8)
25. Ribbons of steel in pairs they come,
On which you find a train may run (4),
26. These you must have on the train to ride
or from the inspector you'll have to hide (7)
29. In modern times this weather protection,
Prevented crews from insurrection (3)
32. Coal or sand can come from this,
a place to store it, rhymes with sin! (3)
33. Whether coal or oil, or even wood
these ignited make it work like it should! (4)

The Long Trek to Bunbury for Easter 2004

Warwick Allison

The convention was well under way by Easter Thursday 8 April. There were plenty of people at the grounds when I called in to collect registration papers and to unload. Most societies that cater for 7¼ inch gauge don't seem to handle the 5 inch very well. Especially mine, which is the size of the bigger ones, but the gauge of the smaller and represents a conundrum for them. In the end we managed it OK after sourcing some bits of wood etc.

SLSLS members attending were myself and Andrew, (and family), Graeme Kirkby and Gai, and John and Bruce Hagan. It turns out that we had the cabin next to Graeme and Gai. Just as well they weren't noisy neighbours because the Allison's certainly made up for them!

The weather on every day was absolutely perfect. There was some rain eventually on the Monday evening during the evening meal which turned the lights out! However I think it was welcomed by everyone and next day the skies were clear again anyway!

I had attended at Castledare the previous Saturday where they were kind enough to host conventioners with a run and BBQ lunch. Unfortunately they were not well set up for 5inch locos of my size, and all in all it was a bit of a strain. Still, we got some pictures of the engine and train next to the river, and we proved that the engine had survived the journey OK, so all would be in readiness for the convention weekend.

The Bunbury track is a folded figure 8 set in a large, mainly green, park with trees and no fences. Where there is no grass there is sand. An automatic sprinkler system is installed and comes on Monday mornings automatically (as they found out!) Track is 5 and 7¼ inch gauge dual gauge with welded steel sleepers screwed to timber sleepers. Points are fixed crossing type with blades, or more recently stub points, (which definitely handle the multi gauge better.)

Things ran quite well until just after lunch when shunting at the station disrupted activities. There was no coordinated point operation for watering in the loop etc, and hence everyone simply "followed the leader". Some drivers with initiative swang the points to their advantage, but it was a time consuming manoeuvre usually only done with assistance, as being stub points, they did need to be put back and the other end was a long way apart. Graeme's 5035 suffered from a crack in the boiler feed clack. However he was able to battle on and in the end it seemed to take up and did not disrupt running.

The Hagan's 3201 looks very nice but suffered from a defective steam valve for the pump. The injectors did not work either so they were running on a (large) hand pump mounted in the tender. A 5 inch WA S class did not run, having a number of boiler related problems with injectors etc. However it was in the loco depot and I managed to stable the V on the adjacent road each time. There were a couple of



V1224 and train along side the Canning River at Castledare in Perth , Western Australia. It is a lovely site, and like all Perth, very sandy. Inside the Signal Box is a McKenzie and Holland lever frame.

interesting display locos. One was a 5 inch gauge Britannia being built by a person who had emigrated from South Africa 5 years ago. It is all stainless steel, with very fine TIG welded plate joints and a cast iron liner in the stainless steel fabricated cylinders. The workmanship was exemplary. Also there was a 7¼ inch gauge Challenger 4-6-6-4. This was enormous, with a wet back steel boiler. The piston rods from the front cylinders to the crossheads are very long. A couple of large scale traction engines looked very nice as they chuffed around. The chuff was very throaty! The

grounds are well set for this sort of thing. While some char was available, the Collie coal burnt well. It is very volatile, and burns without smoke after the initial few seconds. With a hot fire you can hear it exploding in the firebox with a pop-pop-pop! When alight it looks very much like a char fire. We have not experienced any clinker at all so far. It leaves a white ash



John Hagan's brand new 7¼ inch gauge 3201 won the SSME trophy for the Most Popular Locomotive. Interestingly enough, at the last Bunbury convention, the same award went to Phil Gant for his 5 inch gauge maroon P class!

which is very fine and light and can cover anything if you let it. I would say it burns away faster than char. A 3½ inch gauge WAGR Dd class 4-6-4 tank loco looked very nice also. It had a lot of detail and has obviously seen a fair bit of work. A large 7¼ inch gauge Y class diesel was beautifully but plainly finished. The mechanicals were great and it sounded very



This 3½ inch gauge WAGR Dd class tank loco received the Bolton Trophy.

quiet and burbled like the real thing.

One interesting thing was a tender fitted with Sandberg bogies. The owner had mounted axle boxes onto the bogies and they looked very nice indeed. (Could be a marketable sideline Warrick?)

On Saturday, the official opening was performed by Deputy Mayor Judy Jones. She also opened the last convention at Bunbury 6 years ago. Since that time the track has been extended into a folded figure 8 circuit.

The Challenger was put on the track to see how the chassis went around the curves, and it is certainly a magnificent machine.

The Bunbury club have new points that work on a stub point basis. They are very smooth, but I guess they would be impossible to remote control without some very fancy work indeed. The V had a rubber water hose rub through on the trailing axle flange. This was replaced after dropping the fire for the day. We have also discovered the loss of a rubbing pad under the RH trailing truck leaf springs. This probably happened at Castledare, and we ran without it with only minor discomfort.



The stub points in use on the Bunbury track.

The last day (the Monday) was a fairly quiet and peaceful day. Reverse running was in play and the 5 inch was giving trouble. The worst were given a dose of the angle grinder and this rendered the track runnable, but with some bangs and slow traversing of the points.

There were some awards at lunchtime, including a pair of goggles and mask for Shane Ferris QSMEE (who never actually stopped running his 'Northumbrian' 0-2-2), and some cushions for some who sat and waited! One

Winners of the Southern Federation of Model Engineering Societies Great Britain Trophy

1990	Jim Jackson	QSMEE	5inch gauge	QR A10
1991	John Welch	SASMEE	7¼inch gauge	Jubilee
1992	Joe Huntley	LMLSLS	5inch gauge	NSWGR 3633
1993	Jack Stanbridge	Castledare	7¼inch gauge	WAGR P Class
1994	Lindsay Brack	CCSMCOPL	5inch gauge	NSW No.2 Avonside
1995	Eric Evans	QSMEE	7¼inch gauge	QR BB18¼
1996	Barry Glover	ILS	5 inch gauge	Blowfly
1997				
1998				
1999	Bill Belton	TLSS	5 inch gauge	4-4-0 "Apache"
2000	Bob Kimber	Melsa Maryb'h	5inch gauge	NSWGR 3614
2001	John Wakefield	AMSRS	5inch gauge	SAR 16F 4-6-2
2002	Chas Goodwin	NWMES	7¼inch gauge	0-4-2T Dundas
2003	Peter Lawson	ELRSS	7¼inch gauge	0-4-2T NG Tamar
2004	Warwick Allison	SLSLS	5inch gauge	WAGR V Class 2-8-2.

female driver was given a cake of soap!
 There were a number of photos taken for the Southern Federation Trophy and these were with the engine from all sides, plus front of tender and the cab as well as me holding the trophy, on both sides of the engine! We gave the engine a polish for the photos, plus I put on a clean club shirt!

The evening meal was a throw together affair which was generally considered to be the best of the convention! (but don't tell the ladies). Jeff Clifton, the SWME President (a man of many talents), made the pavlovas and fried rice. I guess this is a very brief overview of what occurred. There was a lot to see & do but it all ran



John Wakefield with his South African 2-10-4.



Phil Gibbon's (NDMES) 7 1/4 inch gauge G class colonial mogul.



Andrew & V1224 climbing the grade.

smoothly which is a credit to the local Society. It is a lovely place for a convention, and I guess it's a good thing that the distance keeps the crowds down. It lets us who go enjoy it more!



The traction engines had a great place to operate.



Cab view of the G class.



WAGR V and S classes line up in the loco depot at Bunbury, Easter 2004. Photo by Graeme Kirkby.



The Bolton Trophy Winner



Graeme Kirkby ambles through the trees at Bunbury behind 5035 pursued by a giant 2-10-4.



A regular scene on a running day with Jim Leishman and his Ps4 leaving the elevated station.

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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 50c each. To ride on the trains, enclosed footwear must be worn