

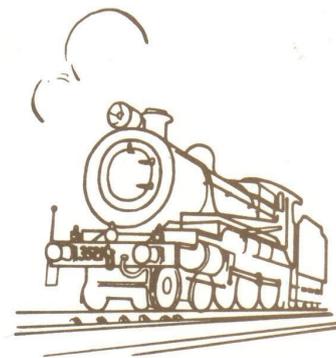
Sydney Live Steam Locomotive Society

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

'Newsletter'

Volume 38. No. 2.

May 2010



Andrew Allison's Queensland Railways A10 locomotive seen here in the steaming bays after a run at Tamworth.

February Running Day.

We were fortunate to have a good day weather wise. The sun was not as intense as we may have expected for the last summer running day and a breeze kept everything pleasant. The crowd was not too big and took time to build. There was not the usual rush at opening time and there were only a few small party groups. All the shady spots were well patronized and plenty of room to walk around in the sun. David Lee filled in as gate keeper and said he enjoyed talking to our visitors as they came and went. Before lunch Martin did some work on the ticket office door bolts while Warwick applied some more Gyprock cement on the holes. I handed out the Feb. newsletter so lunch was a bit quiet as most members were busy reading. Mark Gibbons spent some time attending to the mechanism of No. 10 points.

We welcomed Ian Roberts and his wife Marion from Cooktown (members of MELSA Maryborough) who had brought with them their 5 inch gauge Heisler. Ian ran light engine for quite a while on the elevated track eventually teaming up with David Thomas B10 to double head on 2 cars plus van. His driving

truck was ground level so he was rather high! Ian was not bothered by this.

We had a good line up of motive power and were able to put on a good show. On the ground level inner track one train was headed by Warwick's V1224 2-8-2. Warwick was driving for most of the afternoon and was relieved by David Thomas towards the end of the day. The second inner train was seven cars and hauled by Ray Lee's C3803, Tony Eyre shared the driving with Ray. Mid afternoon 2-6-2 "Mountaineer" came on to replace C3803 and saw out the running for the day with Martin, Barry T. and Peter D. sharing the driving.

On the outer Henry had the TGR R Class at the head of one train. Max Gay and Mark Gibbons shared the driving, Henry keeping an eye on things from the guards van. Henry was in charge of the locomotive going back to the depot. Jim Mulholland had C3901 4-8-2 on the second train, sharing the driving with Dom Mulholland and Peter Ryan rode the guards van. When the "Green Machine" headed back to loco Matt Lee and C3506 4-6-0 coupled up as train engine and the J class 2-8-0 driven by John T. was pilot engine. This combination finished the afternoon.



Jim Mulholland with Peter Ryan as guard steaming up the outer main with the "Green Machine" on the February running day.

On the elevated we ran three trains. A five car train was hauled by my Z1915 coupled in front of 2-8-0 "Nigel Gresley" driven by John Hurst. Arthur Hurst ran 0-4-0 "Betty Blowfly" as attached banker. We had a good run all afternoon our last load well after 4.30pm. Paul ran the Hunslet with two cars but only loaded one as we did not have sufficient guards. Jim Leishman ran the Ps4 with three cars and was banked for a time by David T. and the B10. Jim's run was cut short with injector problems and packed up early.

We had some light loadings at times during the afternoon, on the elevated we seemed to have our heaviest loads late in the day. It took a while for the visitors to venture to the top of the ground. In the signal box Brian R. Nathan, Mick and Mark kept the GL trains under control for the afternoon.

We did 1636 rides which is slightly above average for a February day.

March Members Day

As I loaded the 19 and my lot of rolling stock into the wagon I was wondering if I was wasting my time, the weather did not look good at all. A check of the weather radar was no help as it was many hours behind time. The written forecast was more hopeful and so, by the time I was running through Parramatta the sun was out. The morning was good with some cloud but when the sun came out strongly in the afternoon we copped the humidity as well. In the week before Brian H. had done some mowing and I had done some trimming along the elevated, so we could find it. Arthur H. rode around on his mower early on

the day and made the grounds look good, it was a good start for the mowing team the following Saturday, thanks Arthur.

We had a big turn out of locomotives and rolling stock. On the elevated we did some clockwise running using the siding and the cross over to return to the main line. I ran Z1915 with my D, three S's and the HG van. John Hurst ran "Nigel Gresley" with some very nice GWR goods wagons. Simon Collier gave his "Simplex" a run and Ray Lee ventured on to the elevated with C3112. We enjoyed a very good run, I had made a suitable staff and holder to assure concerned onlookers that we had authority to run in that direction. It was like running on a different track. During the morning Ray Lee noticed that the locking bolt was not locating in the swing points and traced the cause to the point rodding. We crossed the points with care during the rest of the running time.

On the ground level there was a good variety of activity. Brian Muston steamed his B1 4-6-0 and ran some of his cars. Graeme Kirkby steamed D5035 and a string of his vehicles, goods and passenger. Mick Murray rolled out "Tinkerbelle" and his train of narrow gauge wagons, the saloon car at the rear of the train was full of passengers headed for some event of regal importance. Brian and Sue Carter arrived with a brand new GE tram and its driving / riding truck. There is a lot going for the battery powered models, you can unload and be out on the track enjoying a run in minutes as Mick managed to do. Lionel brought his D5920 along with his steam break-down crane 1048 and associated service vehicles. The whole set up looks very nice, it will be a real treat to see the crane operating in its own right. It has a vertical boiler as per prototype and the lifting and luffing is by steam power, one engine for each operation. Slewing is by electric power. The breakdown train ran on the outer main early in the afternoon with Arthur Hurst at the regulator. Barry Millner, Graeme and Warwick attended to a minor point problem on 44 points. Apart from this things seemed to go OK. The signal box had the closing levers over for most of the day.

In loco Ray Lee had his VR A2 locomotive. This is making good progress! Ray gave demonstrations on how he can remove the superheaters by simply undoing three unions all readily accessible at the front of the smoke-box! We really shouldn't do it any other way!

The BBQ fire was lit by Barry Millner and lunch was quickly cooked and we all enjoyed a sausage, bacon and onion roll.

Max Gay enjoys a brief relax in the platform with Henry's R.



20/02/2010



Ray Lee and 3803 leads David Lee and the GM on a Clyde loco train on the March running day, Matt Lee is readying 3506 in the yard.

It was good to have Darryl and Lorraine Dunne visit us. Darryl wrote the article on being a NSWGR signal engineer in our last newsletter. He had a great time including meeting many of our members. I think he has been given some ideas! We were so lucky the weather was kind to us and a great day was enjoyed by all who participated. We should look for excuses to do that kind of thing more often.

March Running Day.

While this was our first run for the autumn season we could have been forgiven for thinking we were still in mid summer as the temperature was well over 30 degrees. We had a very large crowd. With six pre booked / early entry groups we totalled 118 adults and 80 children, that was just about enough to have a reasonable day itself. Alan Mackellar was back in the city for a spell and took care of the gate. The initial queue was back to Anthony Rd. and he was kept very busy till after 3.00pm. Peter Shiels was here as well and those members present for morning tea enjoyed some of the great Shields fruit cake, thank you Peter. Many thanks to Graeme Kirkby who gave the ticket office a spring clean ready for our ticket sellers! Martin also measured

The Ticket Office ready for service and with only minor details to be finished off, it looks very smart on the March running day.



up the brackets for the ticket seller's bench. This was after he secured the steel plate over the drainage hole in lieu of the thick concrete slab that was there. A sample of the type of poster proposed for the ticket office poster frames was installed by Warwick to appreciative comments. A failure on the elevated of 7 signal was determined to be a defective track on some vero board. Mick Murray attended to that after some more fiddling (and finding another problem) we had it going again. It then failed again and after some more fiddling at days end it worked again, so more investigation will be required. There was time for a brief hello to Jim Leishman as he dropped in while passing from one holiday to his next social engagement.

David Thomas looked after a steam test for Brian Carter's "Perseverance" and an accumulation test for Andrew's A10 which has now been fitted with its final safety valve and has been painted. "Perseverance" has had a repaint that has included white cylinders. Brian had a photo of the full size loco to show the paint scheme was as per prototype.

Warwick ran the V1224 on the Inner with Andrew sharing the driving with him. The second inner train was hauled by 2-6-2 "Mountaineer" with Martin and Peter D. sharing the driving. While there were some problems with the crosshead feed pump and an overheating rear truck the loco ran all afternoon.

On the outer track we had Henry's TGR R class with Max Gay and Mark Gibbons alternating on the foot plate, Henry kept all in order from the guards van. The second train started running with an all Clyde Engineering line up with Ray Lee, C3803 and David Lee with his Commonwealth Railways GM. Ray took the C38 off half way through the afternoon to be replaced by Matt Lee and C3506. In the loco Ray attended to a lubricator problem and went back on the outer to replace the R class when it came off around 4.00pm.

We ran three elevated trains for the afternoon. Paul Taffa ran his Hunslet at the head of a four car train with David T and his B10 as attached banker. Arthur and John H. ran a five car train with Betty Blowfly 0-4-0 and 2-8-0 "Nigel Gresley" respectively. I ran 0-6-0 Z1915 with Brian Carter 0-4-0 "Perseverance" on four cars. We had some pretty heavy loadings throughout the afternoon. Brian has an odometer on his riding truck and we covered a distance of 7 km. for the afternoon.

We had a good roll up of ladies as well, and many thanks to Liz, Di, Joy, Margo and Lee. It certainly helps with plenty of hands.

Andrew Allison's A10 had a couple of laps light engine, but continuing injector troubles (plus some stripped union nut threads) kept it back in the GL loco for the afternoon.

Overall we did 2423 rides for the day which was about 400 rides above the March average. For the calendar year cumulative we are running third in the last 16 years stats, so we are certainly above average each running day so far.

April Running Day.

This Saturday turned out to be a very nice autumn day, it was sunny with some cloud but there was no sign of rain. Paul was on the gate and after a small rush at the beginning of the day things settled down for the rest of the afternoon. Unlike last month there



Ray Lee's A2 loco superheater arrangements. Much better than the usual arrangements! Everything in easy reach! The petticoat has a simple spigot with a twist and lock arrangement.

were only a few small party groups so there was plenty of room for everyone. Peter Shiels and a visitor Adam were there early (yes there was fruit cake, thank you Peter), Mike Tyson, Pat and grandson Connor called in for a while. Brian Kilgour also spent some time with us during the afternoon.

On the elevated track we had a seven car train with three locomotives. Arthur with 0-4-0 "Betty Blowfly" led 2-8-0 "Nigel Gresley" driven by John Hurst at the head of the train with B10 2-6-0 attached banker driven by David Thomas. This train was most effective in clearing the queue each time around. I ran Z1915 with one car and had a very satisfying run. Gary Buttell steamed his 4-6-0 "Impala" and came on running light engine a bit after 3.00pm. When I took the 19 off, sometime after 3.40pm Gary coupled up to the car I had been running and worked till the end of the afternoon.

On the inner ground level we had an interesting double header. Andrew Allison with the 0-4-2 A10 was coupled ahead of Warwick's V1224. two 3'6" gauge locomotives that are about 90 years apart in design. This was the A10's first run in revenue service following some remedial work on injectors and plumbing. Throughout the afternoon Andrew and Warwick changed places on the two locomotives. The other train on this track was hauled by "Mountaineer" with Martin, Barry T. and Peter D. taking turns on the footplate. There was something different on the outer with Adam Kinkade, a visitor from the Lake Macquarie club and his 442 class petrol electric locomotive. This was a John Hill built locomotive. Peter Shiels had told Adam how good our running days were so he came to see for himself. Peter rode as guard on this train for the afternoon. The loco-

motive sounded very good as it lifted its train up the grade. The second train started the day with Ray Lee, C3803 in charge for the first part of the afternoon. Ray had a lubricator problem and was replaced by Henry's TGR R class and Graeme Kirkby with 4-6-2, 2401. Henry acted as guard while the R class was driven by Max and Mark G. This train was the last off the ground level We had a big crew in the kiosk with Liz, Di, Joy, Margo, Lee and Gai. Peter Wagner did the tickets and I think Liz relieved Peter briefly as ticket seller!

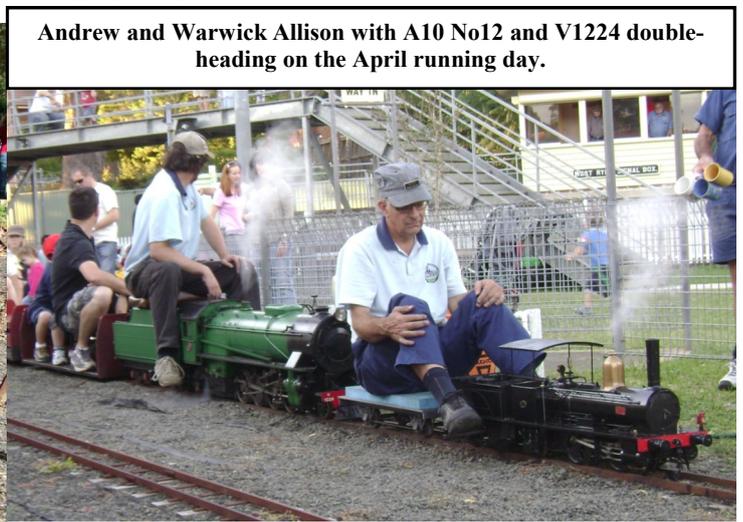
A point failure on 19 points was attended to by Henry and Mark with Max as flagman. They managed to strap it out of use and restore the signals for the afternoon.

We had a model engineer visitor, John, from Alaska who enjoyed our day. I think the activity impressed him. Overall we gave 2332 rides which is a good result, well above an April average, but still a few hundred down on an April best. For the calendar year we are doing very well indeed with only 3 years in the last 16 showing better cumulative results.

With Warwick busy all afternoon Graeme K. and Mark G. acted as staff photographers for the afternoon.

West Ryde Easter Fair Day 27 March 2010

Today the weather was very nice. It didn't reach the extremes predicted probably due to cloud cover for most of the morning. It was Easter Fair day and we decided to run from 11am to 3pm to do our bit with the community. Barry M. and John L. started the day by repairing the broken welds on one of the elevated signalling escapements. They then readjusted the cranks, John H. also assisted.



Andrew and Warwick Allison with A10 No12 and V1224 double-heading on the April running day.

First out on the ground was Barry Tulloch and Mountaineer. Mountaineer had had a makeover since last week. Some extra leaves and packing in the rear springs had lifted the rear end noticeably and it looked much better on the track. Barry ran on the inner main. He had some difficulties and came off later and then came back for a late attempt to see if all was well.

The other inner main train was Henry Spencer and the R class being driven alternately by Mark Gibbons and Henry.

On the outer was V1224 having a rare appearance on that railway. It pulled 7 cars and van and was driven mostly by Scott Murray, David Thomas and finally by Mick. The other outer train was 3901 with Dom and Jim Mulholland on the Central West Express set. Mick Murray and Brian Rawlinson manned the signal box with Barry Miller being the roving operational support.

On the elevated, Jim Leishman ran the 10 wheeler light engine. John Tulloch ran 2904 on the 4 blue cars and this looked very good and gave good service, Warwick had a spell on the J.

Later Garry Buttell ran Impala. Gary had driven his jeep in the Easter parade, and then came up for some quick laps around the elevated!

The locos had an easy day of the loadings which made it a pleasant change!

As you can see, we had a good roll up of locos, and despite being a little late out of loco, the day ran well and smoothly. Overall we gave 414 rides, which is about half of last years Easter Fair. Seeing the fair was actually a bit further away, it is not surprising, although a lot came who hadn't gone to the fair! Thanks to Peter Wagner and Alan Mackellar who did the gate, Brian Hurst who sold tickets, and Liz and Margo who provided a service in the kiosk.

President's Breakfast and RedKite Day

We were very fortunate that the weather cleared for a reasonable day. The outlook early was not the best with drizzle and light rain at the grounds. In the west and north west the rain was much heavier. A good crowd were on hand early to assist with the setting up and the cooking of the breakfast a great feast of sausages, onions, tomatoes and eggs and bacon. This was enjoyed by one and all. By the time the washing up was underway the Redkite crew started to arrive and began setting up. Arthur had ridden around on his mower before breakfast so the grounds were in top condition

We had the best collection of locomotives we have had for this day. Henry had the R class and was first out on the ground level running on the outer. Henry ran till lunch time then Max and Mark enjoyed a drive. Barry T. ran "Mountaineer" on the inner, Martin being at the regulator most of the time. Lionel unloaded D5920 and C3811. D5920 was steamed and after lunch coupled up in front of the R class with Arthur at the regulator. Ray Lee ran C3803 light engine to check the operation of the lubricator that has had some remedial work since the last running day.



Visitor Adam Kincade (LMLSLS) and his 4222 with Peter Shiels as guard on the April running day.

Visitor Kelly Mayberry steamed his King class on the ground level, John H. & John T had a drive. Warwick's V1224 was in loco but was not steamed. Barry Millner manned the signal box virtually single handed for the day.

The elevated was not neglected. John L. was first out on the track with Z1915 and one car. This was the first train to carry any passengers for the day. When the Z19 was returned to loco for lunch Simon, who had been running his "Simplex" light engine, coupled up to the single car and spent some time carrying passengers. By the time Simon was ready to stop Garry had Impala" in steam and hauled passengers till packing up time. Jim L. had his 10 wheeler on its trailer but was not unloaded. Max displayed his 3½" gauge C38 class locomotive and tender chassis in the elevated loco. The chassis frame, a work in progress, is a fine piece of model engineering. It is a shame it will be out of sight when the tender is complete.

We enjoyed lunch, courtesy of Redkite. There did not seem to be as many families as last year, the uncertain nature of the weather may have put some off. There were plenty of things to entertain the visitors, face painting, balloons, singing and dancing, Humphrey Bear and friends and of course our train rides. Barry T. was recorded enjoying the monster Lego blocks. Alan Mackellar and Peter Shiels were there all day while Mike Tyson and Ross Bishop called in for the morning activities. Ross showed off some photos of the traction engine he has been constructing, it looks very impressive and has been running on compressed air.

John Tulloch & 2904 on the blue train on the elevated on the West Ryde Fair day.





Simon Collier and Simplex with a good show on the RedKite day.

Members News.

Graham Sharp, a past Vice President of the Society from 1975 to 1992, passed away on 18 February. He had resigned from the Society in 1993. He was 78. Graham was heavily involved in the design of the entrance bridge and clubhouse and for many years signed our annual engineer's certificate for what was the Dept of Labour and Industry amusement device registration. Another former member, Frank Collins, died recently. Frank was 92 and had served in the police force. In his early days he was in 21 Division (known as the Flying Squad) and would have had many interesting stories.

Sadly Bettie Richards recently passed away. She had been very active assisting the Society over many years past. Elizabeth Tulloch prepared these notes. Betty lived at 72 Bowden Street, West Ryde with her mother, father (Winifred and Roy Watts) and older sister Joan. She joined the Australian Army AWAS on the 24th. September 1942 until the 21st. January 1946, 1216 days where she became Signalwoman Watts. Later she met Bill and they married on the 23rd. February 1952. They spent most of their married life at Bennet Street, West Ryde. A keen sportswoman Betty played golf, and in 1970 received a congratulatory letter from Slazenger in recognition of achieving a hole-in-one. She loved horses and dogs. She will be remembered at the grounds riding on the trains with her dog. Betty entered Ainsley Nursing Home in January, 2005 and passed away 17th. March 2010. R.I.P.

Being Easter Saturday & the Convention on in Brisbane, we had a few members away but were very happy to be visited by Greg & Barbara Reynolds. Greg is President of Ottawa Valley

Live Steamers and Model Engineers & is building Martin Evan's Caribou - a 5" gauge Canadian National 0-8-0 Switcher. Hot cross buns with morning tea celebrated the season! John Hurst had his Nigel Gresley hauling 1 passenger car + the Old Girl's rolling stock on the outer as a demonstration.

Easter Convention and afters!

Warwick Allison

Members who attended included myself and Andrew, Bernie, Arthur, Lionel, Max, David Thomas, Graeme Kirkby & Gai, Brian Carter, David & Zac Lee, BrycePeak, Tony and Joy Eyre also dropped in.

The prize winners were:

Southern Federation Trophy - Lloyd Danneberg QSMEE

Bolton Trophy—5909 Ross Edmondson ILS

U25 AME - Andrew Allison 5inch gauge A10

SSME Most Popular Loco—Ross Edmondson ILS 5909

Warner Trophy Steam loco built by Owner.- Keith Mears 5inch gauge Berkshire SSME

The new AALS Vice President is Ray Hall.

The meetings went very well and Roger Kershaw has given some strong leadership as well as being able to pour some oil on troubled waters. We expect the future to be calmer waters and more productive. All motions were accepted by large majorities except for one where some doubt about the wording of Victorian legislation and the motion was withdrawn and will be put up again next year. This was the one about reducing the age of Operators.

The convention itself is best described in pictures. Everything went very well and the QSMEE were excellent hosts. They had extended their tracks and gardens and the site looked excellent. Post convention we attended the other local clubs for a run. First off was at Bribie Island where we saw Bryce Peak and Trevor Arney and took a group photo. The Bribie track runs through rain forest where I am sure we would find crocodiles if we strayed from our rails! Some had fun on the goat track!

On Wednesday we ventured north to Nambour (Sunshine Coast Railway Modellers) where we found an excellent multi gauge ground level track. The track is secured by pins in each sleeper to a substantial concrete base. The points were excellent, generally with no crash through the crossings like we are used to on such tracks. There is quite a run through the park and the track seemed to absorb a large number of trains. They provided a lovely lunch (including tropical sweets) and we were all very impressed.

Editorial.

At the AGM next month two of our long serving office bearers will step down from their positions. Henry has been Society Secretary since 1990 (a Director since 1986) and has acted in this role in an exemplary manner throughout that time. He has dealt with Ryde council matters on an ongoing basis and with the drainage contractors before and during the major works at the southern end of the grounds some ten years ago. All this as well as the normal day to day matters involved in keeping the Society functioning as well as it does. Henry's involvement with work at the grounds has set the bar very high for the rest of us to reach, we should be very grateful for his involvement and dedication.

Jim Leishman been a director since 1999. A lot of Jim's work for the Society tends to go un-noticed, the sourcing of a lot of materials and the contacting of tradesmen when we cannot complete a task ourselves as well as opening the grounds for deliveries out of our normal times. The anti-tip rail on the elevated track was mainly down to Jim. His input into matters of design for many aspects of the Society have been valued at all times. To both Henry and Jim, thank you for your contributions to the ongoing growth of our Society.

The success of our public running days keep our finances in good shape enabling the Society to improve the appearance of the grounds and meet our recurring expenses, especially our Insurance. These running days can sometimes be hard work if we do not have a good roll up of members. Try to get along, every little bit of help makes the day easier for everyone.

John Lyons.

On Thursday we headed to Grandchester (west of Ipswich). Andrew and I made a detour to be treated to a quick tour of Redbank workshops including a look at their new track inspection vehicle. Grandchester is a lovely place and their members certainly looked after us very well with coal and water personally supplied and another great lunch plus scones, jam and cream for afternoon tea! They have plans for expansion and it seems they have a lot of local support.

On Saturday Arthur Hurst, David & Zac Lee, David Thomas and Andrew and myself headed for Tamworth Model Engineers. We met there after lunch. David Lee had arranged for us to be able to run (thanks for teeing this up David) and again we were greeted with great enthusiasm. There was a member's 50th wedding anniversary under way in the station, and we provided some extra entertainment!

Andrew A10, David's B10 and Arthur's Blowfly all ran and also hauled one of their passenger trains. However their technical attention seemed all with David's GM and Zac's Ruston! Their track is multigauge steel bar on concrete sleepers and a mix of ordinary and stub points. It seems to work quite well, although there were dips at each rail joint, and a short stretch of 1 in 30! They also had expansion plans and they personally attended to our coal and water needs.

After we bid them farewell we all met for dinner at Tamworth Diggers and had a great time spending lots of money on fancy meals.

The next day we headed off. Andrew and I called in at Quirindi to look at their track. This is 5 inch gauge only but again with concrete sleepers. The points look OK and the signalling seems to be well done, with some quite neat LED heads. The track is a bit up and down though as befits a country branch line!

Next year the convention is at Lake Macquarie in Newcastle which means we will be hosting a post convention run!

Locomotive and Rolling Stock News.

Andrew Allison's A10 has finally made it! After several trials and adjustments to injector plumbing and other bits, it made it to the Warner convention where it won the Under 25s award for AME and was a significant contender for the Bolton Trophy. The first revenue run occurred double heading with V1224 on the April running day. Congratulations Andrew on a job very well done.

Ground level track.

Mark Gibbons replaced the micro-switch in 10 points motor

Martin Yule and Mountaineer with a load of RedKite volunteers! Peter Wagner is guard.



Plenty of toys to play with on the RedKite day!

that caused so much drama on the February running day. Amazingly he couldn't get the old one to fail!

Henry and Peter W. repaired some signal/point wiring. There is a need that is becoming more urgent to re-cable some of the signalling. We are after some reasonable lengths of multi core 1 or 1.5sq mm multi-core (at a good price of course). Let us know if you know of any.

David Lee and Mick Murray are fitting up a train with a trial amended braking system that will permit the guard to apply the brakes.

Elevated track.

Early on Easter Saturday John Lyons & Vic Scicluna re-aligned the limit bracket for the elevated points that positions them for

Diary	
29 May	Interclub Central Coast
1 June	Annual General Meeting
24-14 June	Hot Pot ILS Wollongong
19 June	Public Running Day
6 July	Directors Meeting
10-11 July	SSME Luddenham "Julyfest"
17 July	Public Running Day
3 August	Members Meeting
6-8 August	QSMEE Track n Tent.
21 August	Public Running Day & next Newsletter!



2010 AALS Convention



QSMEE Warner, Brisbane



Centre spread Page 8 from top left, anti clockwise:

1. QSMEE new roundhouse loco shed
2. LSLs members Arthur & Kay, Lionel and Andrew.
3. Andrew receiving his Under25s award from David Proctor.
4. Graeme Kirkby & Gai with 2401 on the big bridge at Warner.
5. C16 Official train loco.
6. Andrew and David double heading with A10 + B10. Behind the Lee's Ruston is being enjoyed by a convention friend.
7. David Lee on Paul Sherman's DD17 from Western Australia.

Page 9 from top left & anticlockwise.

8. A view of the Pine Valley yards.
9. Arthur driving the Sunlander at Bribie Island track.
10. More Bribie Island and David Lee on Wayne Eagles Garrett (built by Shawki) and Warwick trying out the DD17.
11. Roger Kershaw receiving instruction on Hugh Elsol's Railmotor, with Zac behind on 'Mona'.
12. David Lee and the GM at Bribie.
13. Leal Brack's European 'mallet' (but it had a solid frame).
14. Steaming bays at Nambour.
15. Hugh Elsol & Railmotor, Andrew Allison & "Mona", Ian Ramsey & Railmotor on the elevated track at QSMEE.

the road to the car shed. John L has also packed up several metres of the eastern side of the Elevated to check the "top" in anticipation of jacking and grouting the next lot of beams. As mentioned in the Easter Fair report some remedial work was carried out on the elevated points to fix the locking problem we discovered on the March members run. At the same time John L. found that the locking mechanism for the cross over to main line was not engaging being held in place by the point lever. The locking mechanism was adjusted to do its job correctly.

Works Report.

Unfortunately, we failed to get a quorum for the April Special General Meeting, but nevertheless had a good discussion

A nice 5 inch Bundaberg Fowler at Nambour.



Duty Roster.

June. W.Allison, G.Buttel, B.Millner, M.Murray, S.Murray, S.Collier, P.Ryan, V.Sciicluna.
July. B.Courtney, G.Croudace, S.Larkin, N.Lyons, L.Pascoe, S.Sorensen, D.Thomas, D.Lee.
Aug. J.Hurst, A.Hurst, J.Leishman, J.Lyons, B.Rawlinson, M.Tyson, M.Yule, D.Mulholland, J.Mulholland.
Sept. B.Hurst, T.Eyre, M.Lee, R.Lee, R.Smithers, P.Taffa, B.Tulloch, J.Tulloch.

Gate Roster.

June. J.Tulloch. July. B.Tulloch. August. M.Tyson. September. M.Yule

around the various reports and general business items. A list of potential projects was discussed. Here is a list:

- Repair retaining wall opposite elevated loco and ballast siding. (2 days work)
- Re-sleeper and re-ballast inner main & inner loop track from 6 points to curve, plus inner main top curve to LX. (3 days work)
- Readjust all joints on outer main and carriage sidings area where recent work was done. (0.5 days work)
- Extra ticket office roof screws. (2 days work for Tarzan – not on a sunny day)
- Establish ticket office garden soil.(1 days work)
- Dig out under elevated channel rodding etc and concrete. (3-4 days work)
- More elevated track levelling. (ongoing)
- Relocate elevated station. (needs detailed design)

The general view was positive toward the inclusion of a number of Elevated projects in the list.

Max Gay had brought some CDs of early British industrialization, including steam engines, water wheels, canals and cotton spinning. These were most interesting to watch over morning tea and lunch.

Unfortunately, some graffiti was found in 3 locations around the grounds but fortunately it was largely removed by Brian Muston using paint thinners & rag.

In what may be a first for SLSLS, we had 3 generations of the Lee family working on one of the gardening teams recently. Apparently GPS was needed to find your way through the grass! As well Mick has sprayed the weeds around the track. A generator has been purchased to get the weedkiller train functional. Once work is complete hopefully it will be a lot easier to spray the track area more regularly.

Brian M has replaced some loose palings on the Child Care Centre fence. Surplus ticket office insulation has been placed into the clubhouse roof. There was sufficient for about half the ceiling to be done.

Ticket Office.

John L, Henry, Brian R and Warwick set about installing the air conditioner. We couldn't find anything solid where we needed it in the walls so we sent Barry T off to get some toggle bolts. These came back very quickly and we soon had the unit clipped up. After drilling a pilot hole through the wall, John L was left to file it out to the required size! We also bolted the compressor down onto its special slab. Henry and Brian did some of the plumbing. Henry began setting some more copper pipe work for the air conditioner but was limited by the pipe work needing further annealing.

Warwick and Brian R. attached the barge board end pieces that were supplied by Mick. These finishing touches have made a lot of difference!

Barry and Warwick installed some angle for the eaves lining for the rear roof overhang and after the villaboard was cut it all seemed to fit OK. Following this Barry T and Peter W. worked out a devilish way to fill in the end gap, and although the target was both ends, only one was achieved! The second one was done the following week.

Simon was hard at work in the ticket office sanding back the plastered joins on the walls and ceiling. Most of this was above his head, so he was very dusty by lunch time. After lunch he was assisted by Barry and Ray. Brian H. primed the doors and Simon painted them and the internal walls. A lovely job too.

John L. has installed the internal shelving and this looks great and is strong too. The new ticket seller's table top has been provided. Martin is arranging suitable brackets to mount it! Peter W. is completing the skirting boards, have a look at the corners to see some precise wood working.

Martin has also provided a steel plate cover to replace a thick concrete one which was now in the public area and Arthur and Lionel have relocated the tank overflow into the drain so the area is now ready for the ticket office garden.

Externally the ticket office is complete There are about 100 or so screws still to be fitted to the roof. Some poster frames have been fitted to the front walls. These will allow us to advertise the ticket prices etc.

AALS Revised Codes of Practice

Recently published is the now approved AALS Codes of Practice. Much of the work has been done by Mick Murray and with new drawings from Dave Archibald. These can be perused at www.aals.asn.au in the 'Resources' tab. There are now 4 documents, one each for Operations, Training, Standards, and a fourth Reference document with boiler club codes, and AALS history.

SLS'S MOST HATED JOB - A LOVELY DAY IN THE GARDEN

David Thomas

Most miniature railways are located on patches of land that no-one really wanted years ago. Some are located in public reserves where they share their space with sporting or other public activities. Owing to growing environmental knowledge some sites occur in or adjacent to relics of bushland now listed as endangered. Examples include: the Illawarra club in Swamp Oak Forest, the Lake Macquarie club in Swamp Sclerophyll Forest, Galston club adjacent to Turpentine Ironbark Forest, and our own club in what was Blue Gum High Forest – listed as critically endangered.

The landscaping of miniature railways also varies greatly – from mown grass to formal gardens to natural bushland, or combinations of these. Any of these can provide a pleasant setting for us and our visitors although most would concede that a site is enhanced by appropriate variety in the landscape.

Our patch at West Ryde once contained a beautiful and towering forest of eucalypts up to 30 or 40 metres in height. Below these was a dense understorey of small trees and shrubs with a mixed ferny to grassy ground cover. A few of these have survived the massive clearing for farming, subsequent residential development that created the drainage reserve we occupy,

construction of major drainage and sewer pipes, and our own activities over 61½ years. Most of the indigenous flora remnants are limited to herbs that occur in parts with less disturbed soil along the eastern and western margins of our land. The disturbed ground in the centre, where the original creek ran, mainly contains exotic grass.

Over the years there have been some attempts to beautify the grounds and provide shade for visitors by planting of trees and shrubs that are not native to Sydney or Australia. There has not been any overview of the end result and there was no theme to the planting.

In more recent years a start has been made to control environmental and noxious weeds and planting of small trees and shrubs implemented to improve visual amenity. Through this time a vision has developed of what could be the final landscape.

I am now trying to establish bushland style garden, using many locally native species, in the lower part of our grounds. It is hoped this will present a bushland landscape for visitors (and anyone else who can appreciate it). It could be a bit like a trip to the country for those riding our trains. This will be a contrast with the more traditional style garden and lawns of most of the upper section of the grounds, appropriate for the more developed (town?) nature of this part of the grounds.

Our grounds have been a wonderful weed nursery for many decades and it will take a while to reduce the soil weed seed source. It is doubly difficult for us because the garden beds are narrow and have fences beyond which are more weeds trying to invade or reinvade. In bushland management terms this is called a maximum "edge effect". The boundary with Hall's property is the worst with a backyard of (white flowered) exotic Wandering Jew ready to replace ours if we do manage to control our own! Sealing up the bottom of the lower eastern fence will be a major improvement. Other areas of Wandering Jew also occur along the eastern side of our grounds and these have been a major load to control. Even where it has been cleared a couple of years ago, it has regrown in a few places – possibly from only one or two tiny bits that were missed.

Many of the garden beds have been mulched in order to control weeds. This is not foolproof as maintenance must still occur. I think the trick is probably to control the weeds initially then keep the mulch cover maintained and control any weed growth through the mulch as soon as possible to prevent it claiming back its patch of ground. This has failed when the regrowth was not eliminated until it was reduced to much lower levels that are more easily controlled. The locally native Blue Wandering Jew will also need to be eliminated from some garden beds where it is not appropriate and takes over everything else, including low shrubs.

Anyone who has read this article to here is to be congratulated. And here is the problem – very few people are especially interested in doing gardening.

Having Barry M helping with the quarter garden near the bot-

Appreciation!

Treasurer John H. received this e-mail .

I would like to thank you and the Sydney Live Steam Locomotive Society for the great day that we had. With a large family group and many children, everyone had a fantastic time. We have since heard that there have been some return visits (and some being planned). Your help with organising prepaid entry tickets meant that our group could join us without having to pay and the grounds were perfect. We had a few adults that were equally enthusiastic about your club and the facilities – so both grandchildren and grandparents found something to enjoy.

I am sure that pricing has been discussed at length within the SLSLS and it is obvious that your aim is not financial – but you could charge an extra dollar or two and it would still be of great value. We had about 22 in our group and (including 30 ride tickets) the total cost was approx. \$70. Thank you for providing affordable family fun, nostalgia, and a great day out for our daughter's second birthday. We will be back to visit.



Eudlo, ready for its trial run at Warnervale.

tom curve has been most encouraging and useful and now this garden bed is within view of being controllable, as long as it is not left at this stage for the weed regrowth to occur. It will always need some maintenance, but this should be very minor if we get it right soon.

It would be wonderful to have help occasionally (even for special projects) that will enable "us" to progress with reducing grounds maintenance levels. One new job for the near future could be to establish the garden bed behind the ticket office. Prior to any other work there we would need to reconsider whether the soil level should be raised or not. Depending on the plants used, it could be useful to have a slightly raised bed with some decent soil.

Some time ago someone expressed a wish to screen the fence along the western side of the grounds. In some locations trees can and will be planted, where there is sufficient room. For most of its length the space is very narrow. Any planting would need to be managed permanently to control its spread towards the elevated track. Shrubs would need to be basically espaliered. Who would do this if the shrubs were planted? It would also complicate whipper snipper operations and run the risk of damage to the stems if operators were not sufficiently careful.

Bill Richards and Eudlo.



Comments as well as help about this would be appreciated.

Other simple jobs for willing volunteers include:

- Controlling the Blue Wandering Jew on the bank between the inner and outer ground level tracks.
- Replanting small trees and shrubs near the workshop
- Miscellaneous planting in a few specific locations
- Control of weeds (and lawnmowers!) at the base of planted trees and shrubs until they become established.

All these jobs have a finite time scale and are therefore not a life-long commitment for anyone who might consider helping out.

(If required, all applications to do any garden job will be dealt with in the strictest of confidences!). Please help!

BACK ON TRACK AT WARNERVALE

Mark W. Gibbons.

Warnervale is a small township situated north of Sydney near Wyong. The Smoky Mountain and Grizzly Flats Railway is a 1ft gauge, 2.35km railway located there, nestled in the wonderful Australian bush. It began when Arthur Birch, who ran 1ft gauge steam railway at the Reptile Park on the old Pacific Highway at North Gosford, decided to have an independent railway and purchased the 25 acre property in 1970. Construction of the track was completed in 1974 using 12 lb rolled rail from Scotland. The track was opened to the public in 1978 but closed in 1997 due to increasing public liability insurance premiums and escalating council requirements. Since then, visiting the railway has been by invitation only.

The original 'Eudlo' is a 2ft gauge, Fowler locomotive built in 1924 (BN 16,207). Eudlo and its 1923 sister engine 'Coolum' (BN 16,036) were based at Nambour in Qld at the Moreton Central Sugar Mill and were named after nearby townships. The 1ft gauge, 2-1/2 ton, 100psi version of Eudlo was built by Eric Evans with construction beginning in 1974 and finishing in 1977. The loco is owned & driven by Lenard Gaut who numbered it 19 after his favourite NSWGR loco class. Eudlo was used extensively until 1990 when it failed a boiler test due to tube problems. After standing for a couple of years, it was decided to give the loco an overhaul and this was started by Len's brother Stephen in 1992 and taken over by Bill Richards in 1994 when Eudlo was transported to West Ryde.

Bill's overhaul was most extensive indeed, the high quality of his engineering is known far and wide. Many SLSLS members assisted Bill from time to time too. Most of the major work was completed by 2005, so Eudlo went back to Warnervale. After some more minor work, painting and lining, early trials took place in late 2008 and 2009. All went very well and plans were made for the official re-commissioning of Eudlo. A second Warnervale loco to be present for the occasion was another Eric Evans built engine, No. 24. It is based on a 2ft gauge Hudswell Clarke engine and was completed in 1981. It is owned and driven by Adrian Samuel.

Approximately 40 people, including Bill Richards, Eric Evans and many SLSLS members attended Eudlo's re-commissioning on Saturday, April 10th. The weather was excellent and a BBQ lunch was provided. Two trains, hauled by Eudlo and No. 24



Eudlo leads No.24 with Bill securely positioned on the leading flatcar and everyone else travelling to the rear!

respectively, ran in the morning with trains being coupled in the afternoon and the locos double-heading. At this stage Bill, in his wheelchair was positioned on a flat wagon and tied to it, with his taxi-driver seated behind him holding the wheelchair handles. This surprisingly stable arrangement proved most effective.

A highlight of the afternoon running was when Eudlo hauled the whole train, totalling nearly 11 tons, on its own on the 'Up' run back to the station. The climb through 'Big Bend', an uncompensated 1 in 55 gradient set of reverse curves, proved spectacular with Eudlo achieving a steam chest pressure of 85psi. The fallout evident on Bill's previously clean shirt after this event was the icing on the cake of a most successful day.

The A10

Andrew Allison

Well finally the A10 is 'finished' and has had its debut into public passenger hauling on the April running day. It was 15 years ago when I started and has been probably the most challenging and frustrating thing I have done in my life (and to break with cliché it doesn't even come close to being the most rewarding). It all started back in about 1992....

A short time after Dad finished his V class, he decided to build an O gauge garden railway and build 3 steam locos, one for each of us boys. He gave us the choice of what loco we wanted, but it had to be small. I remember looking through books and magazines, and deciding I wanted a South Australian 'Coffee Pot'. I was excited and told my older brother Stuart that I was going to ask Dad to make me a coffee pot. Stuart thought this was a great idea and before I got a chance he ran and told Dad that he wanted a coffee pot. Dad also thought this was a great idea but when I said I wanted one too, he said 'one is enough, pick something else', despite my protests that it was my idea first.

Disappointed, I returned to the books and magazines, I came across a shiny bright red engine that seemed to jump off the page. This would be my engine! The loco was A10 number 6, just recently restored (at the time) by ARHS Qld and it is my first memory of an A10, and it immediately became one of my favourite locos. The O gauge railway never eventuated and only one of the 3 locos (a tram) was completed but it was a failure.

The next A10 encounter came in Christmas 1994. I remember opening up a package and there were the Hobby Mechanics A10 drawings. Another package and some frame steel, and another one out came some castings for wheels, cylinders and axle boxes. I was so excited and I couldn't wait to get started.

Boxing Day was spent marking out the tender frames and although still excited, my overwhelming desire to build a loco quickly demised and was replaced with frustration as Dad tried to teach me how the imperial system worked, and would not do anything for me but made me do everything myself! I was nine years old at the time. I can't remember

much of the early years of building it except for chain drilling what seemed like thousands of holes for the fancy frames, chiselling out and filing, filing, filing and more filing!

Construction was very off and on with months in between short bursts of activity. My youth and inexperience just seemed to compound problems, as most parts that I would make I would be disappointed with, or reach a component that require learning new skills that I was to hesitant to tackle, and generally lots of getting fed up that I couldn't produce what I was trying to produce.

The AME under 25's award was one of the biggest encouragements I had. Towards the end of each year with the threat of running out of my magazine subscription I realised that I needed to produce something to enter in. If I was too fed up with building bits of A10, I would build a wagon.

I had several strange ideas over the course of building it, one was to 'Western Australianise' it, and for a time the tender and loco chassis sported chopper couplings. After seeing these couplings, Neil MacKenzie, who drew the Hobby Mechanics design, sent me a letter basically telling me to repent and remove the offending items! The next idea was to model A10 number 6 as it had been preserved in Redbank Museum and had been running whilst it was working at Bingara sugar mill after being purchased from Queensland Railways. Changes to this loco included the fitting of Westinghouse air compressor and reservoirs, cowcatcher, different chimney, semi-enclosed cab and a new boiler with top feed and 2 gauge glasses. The decision to build it in that form was because that is what I had some pictures of. Later I realised that someone else had already built No.6 in that form and I wanted to avoid duplicate numbers.

Over time I collected a few more pictures as well as the John Armstrong book 'Locomotives in the Tropics'. Having some more information and photos of the old original look of the A10's made me change my mind again and build it as it would have looked around 1870 - 1890. The open, sparse cab, stove-

Could members please try to avoid walking or standing on or near the track on running days. Drivers have right of way and if you aren't on the track, you won't distress the drivers!



Another Warnervale loco, the original 2-6-0.

pipe chimney and clean lines really had a lot of appeal. So I made list of all the A10 numbers, crossed off all the numbers I knew other people had made, crossed off all the numbers of locos which I had seen a photo of the full size loco, and then got Eleanor to pick her favourite number from the remaining numbers. So it ended up as No.12.

Unfortunately I had already built the boiler with top feed and the tender rivet pattern is like No.6, however I don't think this detracts from the appearance too much and in fact apart from the absence of air compressor, is pretty much the same as what No.6 has been restored to today.

One day I was reading the Moorabbin club newsletter and within was an article by David Smith on how he converted his A10 to a B10 2-6-0 to get more adhesion. At the end of the article he said 'Anyone building an A10 who wants the old radial axle boxes can have them for the price of postage.' Now Dave Smith's A10 was the best A10 I had seen, and I found it hard to believe that he would have converted it to a 2-6-0. I checked and rechecked to make sure it was the April newsletter... in the end I gave him a call and within half an hour they were all mine! Dave also sent me many photos of No.3 that he had taken and this really helped. This created a tricky situation as his workmanship and the detailing on them was so far above mine it would look out of place, so I put in a big effort to try and make the rest of the loco match his axle boxes.

The building process was helped out lots when David Thomas bought Dave Smith's B10, and I now had it for easy reference! David T helped me lots with measuring and sketching compo-

nents when I needed further detail and I really appreciated his help.

One problem with the detailing was the extent that the full size locos varied from each other. Photos of different A10s show significant variations between locos and made it hard to determine what I should include and what I should leave out. (That is the reason why we chose a number I had seen no photos of – gave me an excuse if I got it wrong!)

Despite this I quite enjoyed the detailing process and have included details like the cotters and bolts on the rods, tyre bolts in the wheels (then steel tyres shrunk on) dummy firebox sides below the frames, false backhead, sandbox operating gear and plank-ing/canvas of the cab roof. I had used cast leaf springs on the loco but was not satisfied with them so I made up new ones from steel strip. I don't know if it is authentic or not but I put a brass dressing around the backhead. This is such a feature of other Queensland locos that it would have seemed wrong to not have it.

The numberplates and builders plates I managed to etch myself in the laundry sink using a product called 'press and peel blue' which people use for making printed circuit boards, but that can wait for a different article.

Mostly the loco was built in a fairly conventional manner with only slight deviations off the drawings, mostly to incorporate details where the drawings had been simplified. I did do some CAD drawings and get various parts for the valve gear water cut but this was not as successful as I had hoped. The process was fine – the errors were mine and were in my drawing errors, or just not thinking through how I would machine the item – i.e. drawing the outline to be cut but not allowing for chucking pieces or other work holding methods. So about half the water cut parts went to scrap and new parts made out of stock steel.

I did experience some problems with the valve gear which I think came down to design errors. I followed the drawings without deviation just to make sure it would work, as it turns out was a bit of a mistake. I found that the forks in the eccentric rods were not deep enough to allow full movement of the expansion link, and different drawings showed the frame stretcher with the suspension links mounted off it at conflicting dimensions. The weigh-shaft hangers hit the suspension links. The valve gland was too large which meant the outside rocker could only operate in the

**Left: Max Gay's 3½" gauge 38 class.
Below: The tender chassis.**





The A10 running at Grandchester post convention.

rear quadrant – I substituted this for a simple counter-bore in the steam chest with a 1/8” thick brass plate securing an o-ring into the counterbore which allows the outside rocker to operate about the vertical, and was also prototypical unlike the gland in the drawings.

After building inside rocker arms to the design, I made new inside rocker arm shorter than the design to make it the same as the outside arm and increase the valve stroke which I considered necessary as I deemed the valve travel too short for the throw of the eccentric. Generally the valve gear was hacked around with a file until it fitted and worked and I must say it is far from my best work, and a time where my frustration won over doing it right. I always peer at other A10’s valve gear now and can see most other people have done exactly the same thing! I would suggest to anyone building an A10 to do a re-design of the valve gear before cutting steel.

Apart from those issues I found the drawings to be very well drawn and logical, and much better than ones I have seen by some other suppliers.

One big help I have found over the last few years is Eleanor’s credit card and eBay. Getting supplies was always hard but shooting off an email to a supplier now and having material arrive in the mail was a massive help. Plenty of rivets, BA fittings, brass, stainless, copper and other materials can be bought over eBay, and whilst you do usually pay more, the ease in sourcing

and it being delivered to the door outweigh the extra expense in my opinion for smallish quantities.

For the last 2 years my goal had been to finish the A10 for the 2010 Warner Convention. I made a schedule of what needed to be done and when it needed to be done by and I found when I planned ahead I could buy any materials I needed 2 weeks in advance and it really was the most productive I have been.

It first steamed at home in October 2009, and got its boiler certificate on the Christmas party run 2009. So, in total the loco was built over a period of almost exactly 15 years. It has had some teething problems, mostly with injector plumbing and but it appears to be bedding down into a reliable engine, it has been steamed about 15 times now and the last few have been trouble free.

15 years seems like a long time but considering my inexperience and the other things that happened through that time, such as HSC, completing Uni, lots of music/bands, getting married, buying our unit, building a workshop, half a dozen wagons and a boiler for the 21 class (next loco), it is probably reasonable. I do hope the next one will not take as long though!

Having completed my first loco, I can strongly recommend building a ‘Juliet’ to anyone else who may be thinking of building an A10 as their first loco!

I would like to finish by thanking the many people who have helped me. Jim Lieshman in particular has given me lots of materials and tools, and many other members who gave wisdom and advice. David Thomas always assisted lifting details from the B10 for me. AME through the under 25’s award have basically kept me motivated and stocked my measuring supplies through the prizes, including my vernier height gauge, which would have to have become my favourite tool. Dave Smith of Moorabbin and Neil MacKenzie of Bracken Ridge for sending me additional information, but most of all to Dad for teaching me how to use all the equipment and for pretty much bankrolling most of it, and to Eleanor, my wife, who has put up with me spending far too much time and money in the workshop attempting to finish it in time for the convention. I just hope she hasn’t kept a list of all the things I said I would do “after the engine is finished...”

Passenger hauling at Tamworth post convention. Andrew’s A10 with Warwick driving leading Arthur and Betty Blowfly, and Andrew as guard. In the background is Tamworth. The carriages rode well, and have a high seat height, but are 5 inch gauge!





Above: The SLSLS contingent meets the Queensland SLSLS Division at the Bribie Island track post convention. From left, Lionel Pascoe, Andrew Allison, Bryce Peak, Graeme Kirkby, Arthur Hurst, Trevor Arney, Warwick Allison, Zac and David Lee.
 Below: The most magnificent 3½" gauge engine at the convention was this Pacific owned by Rick Mailath. The engine was built by his father, Les. The boiler was inspected by us and has a 1974 SLSLS number! It ran beautifully.



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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.