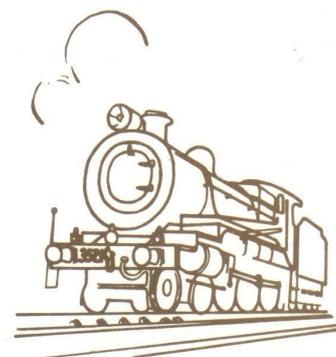


# Sydney Live Steam Locomotive Society

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

## 'Newsletter'

Volume 39. No. 2.  
May 2011



John & Barry Tulloch's latest loco rebuild has finally emerged from shops! Here is 5595 before its first steaming.

### February Running Day.

This was a very hot day and humid into the bargain. Despite this we had a reasonable crowd and a number of party groups, a few of these were setting up before lunch time getting the shady locations. Vic and Barry M were the early ones getting the place set up. Simon was on the gate and reported a lot of uncovered toes, obviously first time visitors. Warwick had taken delivery of the new name badges so most of us looked a bit smarter than usual. The latest Newsletter was distributed so lunch time was rather quiet with everyone busy reading. Warwick reminds members that the Newsletter is also available in screen size pdf file. This comes in full colour but the picture definition is not as great as the printed version as the file size needs to be reduced for emailing.

There were three trains running on the elevated. Paul ran his Hunslet with two cars and Zac rode as guard. John H coupled 2-8-0 "Nigel Gresley" up to five cars and David T ran his B10 at the rear as attached banker. I ran Z1915 with one car and we all had some reasonable loads during the afternoon. There was an added attraction in the new

station area as Neal Bates had his traction engine parked there for the duration of the running time. It was a nice touch adding to the atmosphere.

On the ground level Mountaineer 2-6-2 was out first onto the inner with Martin on the footplate and Stuart L as guard. Martin and Barry shared the driving. Warwick drove his WAGR V1224 also on the inner with the Pullman set and Neal B as guard.

On the outer there was only one train. This was hauled by Henry's TGR R class driven by Max Gay and Mark Gibbons who took turns at driver and guard duties. This was led by Arthur and the heritage 2-8-2 this time with a fresh coat of silver frost on the smokebox door.

The signal box was handled by Brian R and Henry. It was good to see Nick's mum Kim who came down and helped out Liz, Joy and Lee in the kiosk, thank you. Emily had no customers, although there was some difficulty with one of the cars on the green set.

David Lee had arranged some new cabling needed for the signalling, Ian Tomlinson looked at the ticket office air conditioner which had not been cooling very well. Ian's



**Arthur Hurst and his 2-8-2 leads Mark Gibbons on Henry's R class around the outer main curve on the February running Day.**

verdict, probably a gas leak. Barry T has refitted the pressure gauge on the compressor and all seems to be well. There was a minor signalling problem which was a bit of a mystery as everything tested OK last week. We gave 1600 rides for the afternoon, about average for February and not bad considering the heat. Tony Eyre acted as official photographer for the day and was observed in many locations around the grounds. Reminiscent of his train chasing days of long ago.

### March Members Day

We seem to have a threat of poor weather whenever we have our special member's days, it is almost as bad as

**John Lyons & 1915 run through the new elevated station under construction again on the February running Day.**



our concrete pour days. Never the less there was a good roll up to enjoy a run and a great lunch. Vic was on the elevated very early to give his 5" gauge Rocket a trial. He was riding on a nicely polished wooden riding truck but was not completely happy with the locomotive's performance. Simon ran the 0-6-0 "Simplex" on the elevated and gave Nick some lessons in driving and firing. I bought the Z19 along with my wagons and the coal road guards van. I had been keeping my eye on some suitable fire wood in the parking area across Park Avenue. I cut it up with my bush saw and loaded all the wagons, the bigger pieces were cut to suit the KF wagon and the rest filled the three S trucks

and the D wagon. This gave the locomotive something to haul. When I was home I was surprised how big the pile of firewood was, I weighed it and found that I had 40kg. not a bad load at all.

Mick Murray had Tinkerbelle and wagons, including the saloon car running on the inner main together with Scott and young Harrison being introduced to the fun part of model engineering. Brian Muston had the Planet circumnavigating the outer main with many drivers having a go. Martin Yule had the Foden steam truck out for a run until injector trouble saw and early end to his high speed running. Our concrete path provided a perfect highway.

A display was also had with Simon bringing along his childhood models and memories. John Hurst had the Princess (built 1947) as the centre piece for morning tea. Ross Bishop brought along his Maclaren traction engine in an almost finished state. This is a large engine and we have been treated to previews of the parts as they have been completed, to see the engine almost complete is a real treat. Barry Tulloch had D5595 out in the open air for the first time since rebuilding commenced. It's a nice job with lots of detail added. Lunch was a sumptuous delight of sausages, bacon, onions and eggs (courtesy of Wayne Fletcher) in enor-

mous bread rolls ably cooked by head chef Barry Millner.  
 There were about 35 or so present and as the weather cleared during the day it was most enjoyable. As well as the eggs Wayne delivered the cover plates for the signal rodding at the elevated station, Martin will arrange the hot dip galvanising.

### March Running Day

We did not have much luck with the weather for this running day. The rain was intermittent all over Sydney with a mixture of light drizzle and periods of constant rain. At Seven Hills the rain was heavy enough for me to decide that I would not load the locomotive. Vic, Henry, John H. and Barry M. were at the grounds early to get things organized. At lunch time it was decided that the grounds



Neal Bates traction engine on display in February on the new platform.



Simon shows the members his matchbox and paper train set.

full train on the inner main and made quite a good job of it on the damp rails and with a bit of early slipping. Barry Tulloch had Mountaineer, as usual with driver assistance by Martin running on the outer main. Warwick's Vclass was also there with some troubles. Andrew steamed it but a blowing clack forced the fire to be dropped. After lunch repairs were made to the injector boiler clack, and then some injector problems were sorted out with the assistance of Barry T. Graeme was also on the outer but had some troubles and returned to loco. 2401 was worked on by Ian Tomlinson as well as Graeme! Later Ross came off after a good afternoons work. Mountaineer swapped to the inner main while Graeme, after rectifying most of his problems ran briefly on the outer main. Last off was Mountaineer, with Nick taking the light engine from the carriage shed to loco.

Loadings were pretty good really given the weather

would be opened but we would not charge admission. The grounds were very wet but a couple of party groups were happy to put up with the conditions and the limited train service. John H. had 2-8-0 "Nigel Gresley" in the elevated depot but did not run, it was packed up early. The elevated was not used. On the ground level track we had a good selection. Adam Kinkade was down with Peter Shiels and Adam's 422 class. Adam had a brief gallop around the outer main but didn't brave the rain and then packed up. It was a shame Adam had a long trip for so little running. Lionel had the R class out, and this was tended to be various engineers, but was returned to its transport when the weather looked worse. Graeme Kirkby had his pacific 2401 in steam as did Ross Bishop with Toneya. Ross had readjusted his weight distribution, and was keen to see what difference it made. Ross Bishop took a

John Hurst and the legendary Princess from 1947!



conditions and the locos did have to work! The members who did guard duty were Neal, Peter, Tony, Neville and Martin.

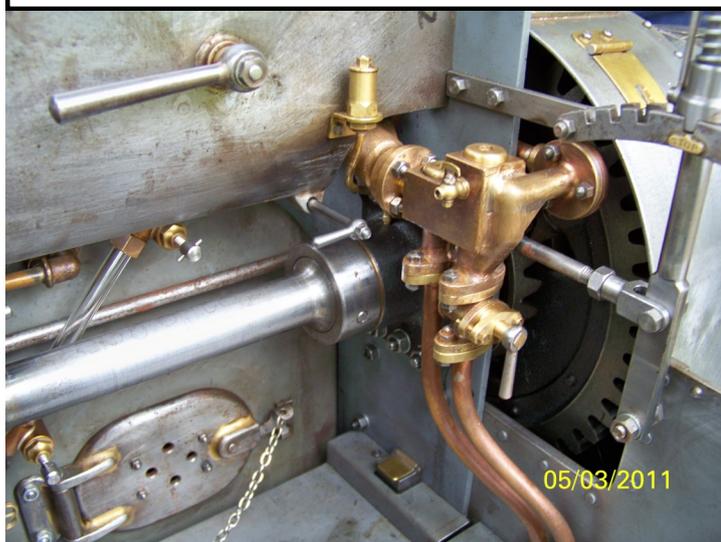
A minor signalling problem was attended to before lunch (another wire knocked off by a careless workman), and all was well again. In fact the box performed perfectly all afternoon, enhanced by another of Mark Gibbons re-vamped point machines fitted mid week. In the signal box were Mark, Brian R. Henry and Barry Millner.

Brian H. was our ticket seller and we had 553 rides, this was not too bad considering the weather conditions but we had kept our few party groups happy. Good PR for the society.

Thanks to the girls in the kiosk too, Liz, Joy, Margo and Lee, with Kim for a while. Things were fairly slow. Emily again did no business which is how we like it! It was good to see Jeff Wakeham and Co from Edgeworth, as well as Brian Kilgour!



**Right: Vic Scicluna and his OS 'Rocket'.  
Below: Details on Ross Bishop's traction engine.**



might go even better if we can keep the steam in the cylinders!

Friends and members from Canberra came up for the day and there was a lot of social chit chat. Brian and Sue had spent all of the previous day clearing and preparing the track for our special day.

The track is quite long so there were no delays when out on the main.

A big thanks to Sue and Brian for the invitation and preparing the BBQ and providing the seating and coffee! Much appreciated by all who made the journey to the southern highlands.

### April Running Day

The weather man certainly got it wrong today. A promise of 'a few showers' turned into pretty much rain all day.

It was a relatively early pack up with some of us a bit damp, but not badly so and an easy day all round.

**The Signal Box crew had an easy day for March! From left, Henry Spencer, Mark Gibbons, Nick Kane, and Brian Rawlinson.**

### Visit to Brian Carter's.

#### A report from Warwick.

What a lovely day. The light clouds and sunny day made perfect conditions for the SLSLS outing to Brian and Sue Carters. There were a large selection of trains present, and with the BYO BBQ lunch it was a lazy, talkative and rainy day!

Locos in attendance:

Simon's Simplex, Brian Muston's Planet, Sue Carter's Tram, Mick Murray's Tinkerbelle and train, David Lee's GM, Keith Mears Berkshire, Andrew's A10, my Alice, & Arthurs 2-8-2. There was also a very (very) nice Stirling Single chassis on display.

At last Alice put in a good showing, although a steam blow past the front cylinder cover gasket produced a high pitch whistle. Later it was discovered all the screws (on both cylinders) were loose. It



As a result there were no locos unloaded and we hung out a 'No Trains Today' sign in case anyone turned up. The West Ryde Easter fair was also valiantly under way down in the shopping centre, with most of the stalls wet through and abandoned when Warwick was collecting the lunch orders.

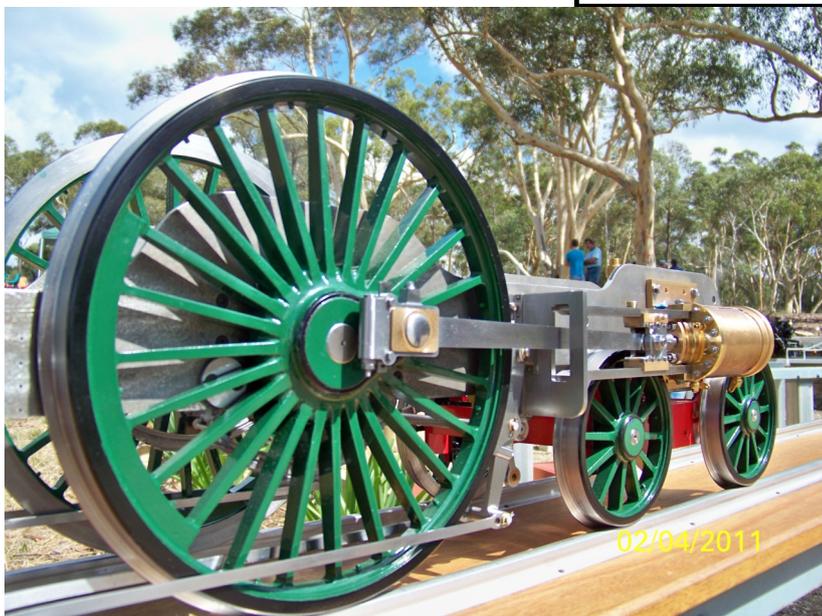
We had a good roll up of members though and it was not until 4pm that the last left to go home.

Barry Millner brought along a couple of rail-road videos which kept the interest including one with a number of New York Central 1930's training and publicity films.

David Lee brought along his Commonwealth railways C class smokebox. This received many admiring looks! Nick's riding truck is taking shape as Brian M has helped put the chassis together. Martin has given us a real present with the supply of the station brack-



**Martin Yule and Mountaineer pass Simon's garden behind the Ticket Office.**



**Above: A lovely Stirling single under construction by Wayne Mears;**

complained about that food! The only change to AALS officers was the confirmation of Les Irwin (Penwood) as AMBSC Secretary. The Bolton Trophy (and the Most Popular and Best Owner Built Loco) went to Bob Smythe of Railway Park for his Silverton W class No.23. Our Andrew Allison won the best first attempt for his A10 which as well as the trophy came with a \$250 open order on DNC System Technologies. The Southern Federation award went well deservedly to Barry Potter who had his brand new 5915 there. As the awards were on Saturday before tea, things were quite a bit quieter on the Sunday and this gave options for a good run. The elevated track got a good work out, and not only by SLSLS members either! Thanks to the LMLSLS for hosting this event. The photos tell the rest of the story!

**Below: Simon readies Simplex for a run.**

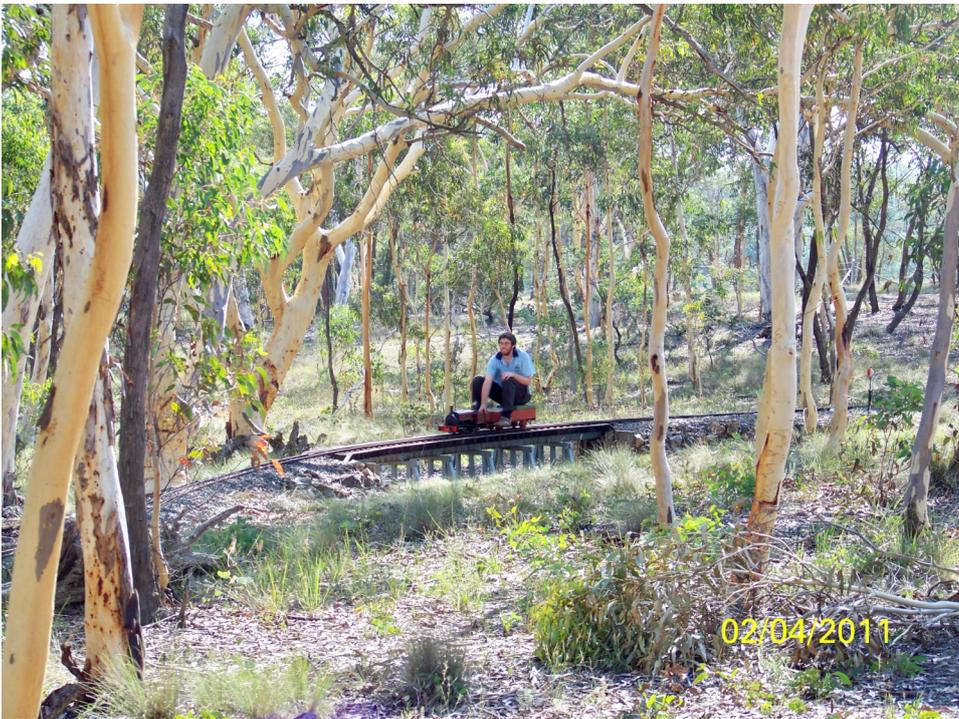
ets. These were stacked in the shed with the assistance of Peter W and John L. Hopefully these would be erected on the next work day in a fortnight's time. Welding these up was a lot of work and we all thank Martin for the time and effort he has put into doing such a quality job.

We had a visitor from Bankstown today, and its most likely he will return on the post convention run day. It has been a long time since we have had two running days in a row disrupted by rain, let's hope we have better luck for our May running day.

### **AALS Convention Report**

The convention was bright blue skies and sunshine while the rest of Sydney was wet and miserable. The new format had evening meals at the bowling club which was certainly a good move. No one





**Andrew and Alice steam through the bush on our visit to Brian's country track.**

look like. With the first pair almost in place a dimensional error was discovered, this was soon rectified by John L with a hacksaw. Between the showers the pair were fastened into place. Everyone was suitably impressed with the station, ticket office, signalling and general condition of the track despite it all being soggy!

We managed to light the BBQ, with Brian M providing some liquid assistance to get the large lumps of timber going quickly and Barry M and Peter W did the honours cooking the sausages, bacon and onions. For the record we consumed 74 sausages, 50 bread rolls and about 20 rashers of bacon, and 2kg of onions. Diane, Liz and Margo provided the kiosk assistance and all went very

### Post Convention Run.

The weather man changed his prediction from a shower or 2 to a few showers, with 80% chance of rain. In the end, the day was wet, the road traffic was terrible, and despite that the near 50 people at the grounds had a great time!

First at the gate was Shane Ferris from QSMEE who was waiting at the gate when Warwick arrived to unlock at 8am. Steady rain was falling and did so most of the morning.

Shane unloaded his PB15 and waited for a break! As the day progressed we had more people drop in.

In all 8 visiting locos & Warwick's Alice ran, which included 3 steamers which was a very good show for such wet conditions.

John L, Arthur and Brian M thought that we should erect at least one set of the station brackets and show the visitors what it will

**Keith Mears' 2-8-4 with Greg Croudace on the footplate wait for Mick and Tinkerbelle to clear the section.**



### Editorial.

We often come across sayings or are given pieces of advice that can be very worthwhile. When myself and two mates were joining a church youth organisation many years ago the fellow who was one of the leaders said to us, "remember, that anything is as good as you make it for yourself." It is something that stuck in my mind and over the years has proved to be very good advice. Watching a recent episode of Q&A on ABC 1 I was taken by a comment made by Tony Windsor MHR, independent member for a northern NSW electorate of New England about getting things done. I think it was something like, "The world is run by those who turn up." This is pretty good advice because if you do not get involved in discussions about the running of something it is not much good whinging about the outcome at some later date. A third little bit of wisdom was in one of the many free publications that are out in the city. You should always "BYO good attitude", I did realise later that the publication was actually aimed at the vast number of visitors that come to Sydney for a big event held in early March each year, it is still good advice. Let's have a good roll up for the AGM and take an active part in the direction our society should take for the next year, it is our society we should "make it as good for ourselves" as possible.

John Lyons.

## Diary

4 June	Member's Day
7 June	AGM
18 June	Public Running Day
5 July	Directors Meeting
16 July	Public Running Day
30 July	Interclub Visit at SLSLS
2 August	Members Meeting
20 August	Public Running Day & Next Newsletter!
3 September	Members Day

smoothly. Especially appreciated was the apple slice and cream desert! Our conventioners never had it so good! Many thanks also to Mrs Taffa who sent along some scones, rapidly devoured at morning tea! We had double headed tea pots, not seen for quite a while.

Mark and Mick attended to some point adjustments, a result of the cooler conditions.



**Ian Ramsey presenting Andrew Allison the award for the best first attempt for his A10 at the convention.**

Kim brought along a bandaged Nick who suffered a spectacular spill from his bicycle just before Easter. The upside was that he was off school and could come for the day!

Our visitors started to drift away mid afternoon, with the last leaving about 4pm. Of course as they left we were delivered blue cloudless skies!

## Presidents Breakfast

The first Saturday in May could not have been better for us after so many rain threatened or spoilt days. The Red-kite group had declined the offer for the Kids Invitation Day so we were able to have a much more relaxed day. Lionel had spent some time at the grounds during the week doing some grass cutting to give the grounds a tidy up. Arthur was at the grounds very early and had the fire

underway, he was soon followed by Warwick and Andrew and by 8.00am. with a few more members on hand the breakfast was rolling off the BBQ and into warm storage in the oven. Simon and John L. ran a toast production line and in no time we were sitting down to a most enjoyable feast, sausages, onion, bacon, tomatoes, toast and eggs. The 2 dozen fresh eggs were courtesy of Wayne F.

About twenty members sat down for the initial sitting and as the morning went on other members arrived. We had things cleaned with great team work and were able to enjoy the rest of the day. It was a bit chilly in the shade but the sun was very warm.

There were a few locomotives on display or having a run. Jim and Dom Mulholland had C3901 in steam and ran some load trials on the inner main coupled up to all the inner main carriages. The track was a bit slippery at



**Above: Janet and Hugh Elsol enjoy a drive of a visitors loco on the post convention run.**

**Below: SLSLS members prepare the BBQ lunch!**





**EDGEWORTH CONVENTION SCENES**



Captions on Page 12





**The early morning risers await the BBQ raising heat.**

the start but after a few laps the locomotive settled down and sounded very good. Brian M. had his Maxitrak Planet loco out for a run giving one of his four footed friends a driver's eye view of the inner main. Simon ran his "Simplex" on the outer main enjoying the outing till lubricator problems emerged.

Barry Tulloch ran the Jim Ranford built "Teutonic" class on the elevated, this was the second example of Jim's work as Vic had the Climax geared locomotive on show. This loco was built from the Live Steam magazine series by Kozo Hiraoka and is just short of being completed. If you are un-familiar with the work of Kozo it would be

Planet mechanism. Later in the day Mark Robinson showed us the four orifice blast pipe for his 7¼" gauge "Katie". Lionel had his D5920 in the ground level locomotive depot to check the clearances of some re-aligned foot rests, the loco was not steamed. John H. ran the 4-8-2 "Mountain" on the ground level. Big thanks to Barry M. for running the signal box as required. Warwick took Alice Hunslet out of her carrying case but did not steam it.

Mick M. was doing a grounds assessment and almost slipped out of the grounds in the south western corner. Where the new road is going in, the bank was cut back in

the corner near our compost bins, some of the soil under Mick's feet gave way putting him into the hole. With John L. a weld mesh fence panel was used to cover the hole and keep our grounds secure. This should be remedied by the contractor within the week.

Warwick fitted one of the cover plates in the elevated platform and Jim M. helped with some oiling of the elevated signalling equipment.

### Works Reports

Ian has fixed the air con problem mentioned in one of the running day reports. He found a leaking flared connection, this was fixed and now all is well, thanks Ian.

Some excess soil from previous excavations has been removed and installed at Simon's garden extension. Simon has been grubbing out grass and weeds, his plan is a

**The President's breakfast is under way!**



### Duty Roster.

June. J.Hurst, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, B.Rawlinson, M.Tyson, M.Yule, R Bishop.

July. B.Hurst, A Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffa, B.Tulloch, J.Tulloch, N.Bates.

August. M Murray, A.Allison, M.Gibbons, W.Fletcher, G.Kirkby, B.Muston, J.Noller, P.Sayers, I.Tomlinson.

September. W.Allison, N.Amy, S.Collier, G.Buttel, B.Millner, S.Murray, P.Ryan, V.Scicluna, G.Tindale.

### Gate Roster.

June. Wayne Fletcher July. Max Gay. August. Mark Gibbons.



Above: Max Gay's 3½" inch gauge 38 class tender.  
Below: David Thomas' fabricated 620 class cylinder



planting of new roses in spring to expand the magnificent displays that were so lovely at present. The rain that has caused us problems over recent weeks has at least helped the garden display it looked great on the members day. There was a suggestion that the siding nearby should be named the garden siding.

Right: The Old Girl's new and old grates.  
Below: Brian Muston & friend enjoy a trip behind his Planet.



Barry Millner used the gurney and cleaned the signal box and surrounds, he seemed to enjoy the exercise. Henry did a great job in the clubhouse and all the kitchen is squeaky clean, including our tea cups!

Jim L has repainted the all the panels on the entry bridge it looks very smart. This set Jim on a roll and to use the paint the toilet floors have been done including the one in the work shed.

Neal brought along a water pipe finder and managed to mark our underground plumbing. This has been located, marked and measured up and hopefully a plan of the plumbing can be done for future reference.

David T continues to lead the way with the weeding and general landscaping. With the council work at the bottom of the grounds the plumbago has been removed right at our public entrance. The grounds always look spick and span when the gardening teams finish their turn. Brian M has improved the catches on the gates to the picnic area between the inner and outer main lines.

### Members News.

At a recent Directors meeting we received the membership application from Neil Mackellar. We have also received the membership application from Ross Bishop. We hope your association with the Society is long and enjoyable. Following the business section of the April meeting a birthday cake was produced to celebrate Brian Hurst's 85<sup>th</sup>. birthday, congratulations Brian. We enjoyed some cake and had another round at morning tea on the following Saturday morning.

On a sad note Trevor Arney's wife June recently passed away. Condolences Trevor from all in the Society. RIP.



### Photo Captions for pages 8 & 9.

Left to right, then top to bottom.

Page 8

1. John Oliver's 12 class from Canberra.
2. John Hurst's Foden
3. Bob Smyth's W class valve gear,
4. Andrew at speed behind a 3½" inch gauge Mona.
5. The Silverton W class out on the track.
6. Allan Wallace's Juliet on the elevated track.

Page 9

7. Graham Tinkler's G class garratt had its own stand.
8. Lloyd Dannenburg's PB15 emerges from the tunnel.
9. David Oram's new 3801 (Hornsby) gives way to Bill Belton on a 7¼" inch gauge diesel.
10. View of the 5 inch gauge loco depot
11. John Tulloch and 2904 leads 5595 and Barry T and a train of wagons.
12. Paul Sherman with is 7¼" inch gauge DD tank loco. Paul was down from Townsville.



which were well appreciated!  
 Andrew had another of his O gauge boilers ready for steam test which was also done by David. Also mentioned in the running day reports was David Lee's CR C class smokebox.  
 Ray Lee is now working on the VR A2 tender so it will not be long we see it in steam.

**Track work.**

Brian H has been cleaning and repainting the ground level point protective ramps. Mark G has been steadily reworking the point motors and at the time of these notes being prepared there is only one to go, a good effort.  
 Jim L and John L have done some more work aligning the elevated track, this time at the back of the signal box. Some

**President's Breakfast Scenes: Above: The Old Girl gets plenty of attention. Right: John Hurst's 4-8-2; Below: Neal Bates on the Old Girl, passes Jim Mulholland on 3901 trialing on the inner main.**

**Locomotive and Rolling Stock News.**

Simon has been making very good progress on his "Springbok" boiler and at the end of April it passes its hydraulic test. The boiler is very good for a first time effort. We have seen David Thomas's fabricated cylinder block progressing well and the silver soldering is now completed. The latest of David's work has been the exhaust ways.  
 John H had the 4-8-2 and the little King down for a boiler test which was obliged by David. Later the King had a run (we thought we heard thunder but we expect it was the sonic boom from the King!). Nick and Daniel also were blessed with drives



more beams were lifted and re-grouted and repairs to some of the posts have been completed. We are continuing to assess what else we need to do.

**Elevated Station**

Warwick, Andrew, Henry Brian R and Brian M worked at laying the station power supply from the shed. The cable runs in conduit and is covered with tiles or concrete. In the process a signal wire was cut and the phone line cut twice, by the end of the day all was well again.  
 Arthur removed the formwork around the concrete blocks poured to assist walking between the ele-

**For Sale**  
 Five inch gauge Atlantic for sale. Built by Ron Larkin and last run in 1999. Seeking expressions of interest from club members at SLSLS who would like to run the locomotive. In working condition at last run and stored carefully since. All enquiries, please contact Stuart Larkin on 0430 338 447 or stulark@london.com



**Left: The station columns and brackets are erected. Right: Simon's B1 boiler is tested by David with Nick and Mark looking on.**

vated main and loop over the signalling gear. The steelwork to cover this has been provided by Wayne Fletcher and Martin Yule arranged galvanising. Martin brought along the elevated station columns straight from the galvanisers and these have been erected. On the post convention run day John L Arthur and Brian M arranged to bolt up two of the roof brackets and they do look smart. The following Saturday the rest were erected and it seems to give a surreal arty effect! The photo in the works report for 30.4.2011 looked so good that Andrew said it would almost be a shame to put a roof on it. It would not look out of character entered in the Sculpture by the Sea competition, we would just have to think up a smart title. The area under the elevated main line at the station was cleaned out and geotech fabric installed and topped off with ballast. This area will form an important drain for excess water from the station area, as well as allow future access for beam maintenance. Andrew has repaired a broken signal wire using properly spliced wire joints. A nice job!

## The Railway at the Bottom of the Nation.

**John Lyons.**

The Ida Bay Railway in southern Tasmania is the most southerly railway in Australia, 43 degrees south. When our Tasmanian trip was organised Diana wanted to have Port Arthur and Salamanca Markets on the itinerary and within reason I could plan the rest of the adventure. We arrived in Hobart on the Thursday leading up to their Labor Day long weekend and by Sunday morning we were ready to head south to Ida Bay. We were soon onto the A6 and heading into the Huon Valley. We passed Kingston and Huonville and by the time we reached Franklin the Huon River had

become a major waterway. I was surprised to see the large number of Tasmanian native animals that had met their end on the roads. There are road speed restrictions dusk to dawn to try and give the animals a chance but they still lose. There were dead possums (some huge) wallabies, devils and a spotted tiger quall. The A6 continues south through Geeveston, Dover and before Southport we turn off to head for the Lune River and Ida Bay. The Ida Bay railway is 2 foot gauge and the last operating bush tramway in Tasmania. It was constructed in 1922 to carry the limestone from the quarries south east of the Lune River to a wharf on Brick Point on Ida Bay. From there it was transferred to river craft for transport to Electrona. At this place the limestone was used in the production of calcium carbide a source of acetylene gas and in the chemical industry for the production of synthetic rubber and plastics. As you would also know lime-

**The second Malcolm Moore locomotive on a ways and works train.**



stone is a key raw material in the production of iron and steel.

Following WW II considerable changes were made to the operation of the railway. New workshops, engine shed, offices and workmen's quarters were constructed beside Cockle Creek and these facilities now form the operational headquarters of the line. At this time five Malcolm Moore locomotives were acquired from Army Surplus and the last of the steam locomotives were retired. The Malcolm Moore locomotives were an 0-4-0 wheel configuration powered by side valve V8 engines. By 1950 a new quarry closer to Lune River was opened. In the same year silting in the Lune River made it impossible for vessels to reach the wharf at Brickpoint and the line was extended another five kilometres to a deep water anchorage at Elliot's Beach and the Deep Hole. About this time the method of transport of the limestone changed where it was

now loaded into wooden or steel containers and placed on skeletal four wheeled wagons for transport to the wharf, an early form of containerisation. Loaded trains were about twelve wagons long and their speed was kept in check by a type of over ride brake system connected through the couplings. When the train was stretched out the brakes were off and as the wagons bunched up the brakes were applied.



**Above: The remains of one of wagons that carried the containerised limestone. Below: What the eye had trouble seeing. The remains of the boiler and marine engine of the SS Victoria derelict in Ida Bay.**

As with many commodities the transportation eventually was taken over by road trucks and the last limestone train ran in June 1975.

In 1977 the railway and rolling stock were purchased by the Tasmanian Government and in 1978 tourist trains began to run with the operators leasing the line from the Government. By 2002 the railway had suffered from lack of maintenance, was considered to be unsafe to operate and closed. In 2005 a new lease holder, Meg Thornton, took over and following an intensive maintenance program



**The first train of the day arrives back at the terminus. A second open passenger car was added for the next service.**

on the track, buildings rolling stock the railway was reopened with Rail Safety Accreditation.

The Malcolm Moore locomotives have had their V 8 engines replaced with Kubota diesel engines. The V8's are all stored in the maintenance shed. The passenger cars have been built on old tramway bogie chassis. The components of some of these date to the late 1890's. The original spring suspension on these cars was of the flat coil type but as replacement is required an air bag suspension unit is fitted as this is far more economical than having new springs manufactured. A workmen's car has been restored and there was another interesting van in the yard a product of the Beck, Locomotive and Carriage Works. Along with the upgrade of facilities a kiosk was built and an espresso coffee machine put in. This is claimed to be the most southerly such machine in Australia. It did make good coffee.

On the way down from Hobart the traffic was very light and I thought that we would be the only passengers but as departure time 11.30am approached many more people had turned up and we watched the shunting take place to



add an extra passenger car to the consist. There is a balloon loop at each end of the track and with all the passengers on board the train heads around the loop back through the station and eases to a stop before the road crossing till the signal to proceed is shown. On the shore of Ida Bay we made a stop at a halt to examine the site of a small cemetery with three graves, the oldest headstone dating back to 1883. Our driver and guide was very informative, he was from Texas, USA, with a melodic accent you could easily listen to all day. He gave us a brief history of the people in the graves, one was a woman a mother of many children and almost as many still born. Another was a fourteen year old boy, a victim of a horrific saw mill accident. Times were very harsh all those years ago. The driver then pointed out across the bay to the remaining piers of the jetty that served the saw mill for the timber to be transported by boat to other destinations. He explained that there was always some extra timber stored there so if there was a fire at the mill it could be rebuilt without too much trouble. He pointed out to us the remains of the SS Victoria, rotted to the water line with the boiler and twin cylinder marine engine still in place. Thank heavens for the zoom on the camera lens, I had steadied myself against a tree trunk to take a couple of photos and not till the images were on the computer screen did I see all the detail of



**The end of the line. The snake lives in the rocks right hand side of picture.**

and about ten feet in front of me the snake crossed the track and vanished into some rocky terrain. I took the photo I wanted without taking another step and as I walked back to the platform I warned some other passengers about what was hiding in the rocks ahead. On telling the driver he informed me that I had not seen a black snake as there are none in Tasmania, what I saw was a Tasmanian Tiger Snake. Now they have cobra like characteristics, I am very glad it kept going and that I did not antagonise it.

Elliott's Beach is a pleasant place (snakes apart) and in summer time a good day could be enjoyed there arriving on an early train and returning on a later one. It is the starting point for a number of interesting walking tracks. The kiosk will sell you BBQ packs

There are many small towns in the Ida Bay region. Towns such as Lune River, Cockle Creek, Leprena, Catamaran, Recherche Bay, Hastings, Hythe, Sisters Bay, Lady Bay and Southport are all as a result of convict settlement and government need for timber when the only means of transport was to use the waterways.

We had enjoyed a good day with an easy drive back to Hobart. I had seen the most southerly railway line in the country. If there was any track further south it would be in someone's toy box. If you go the Bureau of Meteorology web site, look at the weather radar map for Hobart and tick the railways box you will see the line indicated just below Hastings.

**Some of the track work at the Elliott's Beach terminus.**



the remains of this ship. Back on the train the track leaves Ida Bay coming to Greeves Point on Major Honors Bay then around the South Port Narrows to the terminus at The Deep Hole and Elliot's Beach. The train runs around the loop and comes to a halt at the station. There is a large shelter with gas BBQ facilities and a photographic history of the area. There is still evidence of the railway yard and we had passed a small turntable on the way in. There was a short spur to the end of the line, I wanted a photo there. As I walked down the centre of the track I realised there was something moving just to my left hand side, it was a black coloured snake about four feet long heading in the same direction just ahead of me. First thought was to take a photo, second was you're not Sir David Attenborough, just watch where it goes. I stopped

**Malcolm Moore builders plate.**





Above: Ross Bishop and Toneya on a wet March running day with a good load on the inner main.  
 Below: The February Running Day with Martin Yule and Mountaineer passing V1224. To the left-even more trains!



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**Telephone:** (02) 9874 8696. **Postal Address:** The Secretary, PO Box 124, West Ryde, NSW, 1685  
**Web Page Address:** <http://www.slsls.asn.au>  
 Public Running Day is the **THIRD** Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are \$1 each.  
 To ride on the trains, enclosed footwear must be worn.