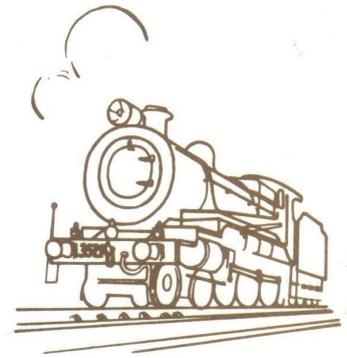


Sydney Live Steam Locomotive Society

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

'Newsletter'

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Ross Bishop's superb McLaren traction engine, freshly painted and ready for the road! Photo R Bishop.

February Running Day.

Our last summer running day for the 11-12 season was going to be a bit of a gamble. The week before had seen many showers and the forecast was for showers, possibly storms in the afternoon. Preparations on the morning were carried out in nice sunshine and as I left home from Seven Hills there were no indications of storm clouds in the south western skies. By mid afternoon the cloud that moved in was very high and only acted as a filter for the sun, making the overall conditions very pleasant. One

extra task to be done for this running day was a result of the wet weather we had experienced. All the inner track passenger cars were covered in mould and needed a good wash. At the present time mould removal is a flourishing industry. Barry M, John and Arthur Hurst and Vic looked after most of the setting up. Mark G with help from Barry M attended to a couple of point motors, moisture again being the problem. Mick Murray set up the CCTV system, this now gives the signal crew a good coverage of the whole of the track. We had a supplier come to meas-



Ross & Toneya pass Max and the R class outside the signal box on the February running day.

ure the foot bridge in order to give a quote for the supply and installation of glass panels. David Lee had some samples of sheet metal that may do the same job.

We had three locomotives for running on the elevated, the initial intention was that John H would run "Nigel Gresley" at the head of a four car train with David and his B10 as attached banker. I was to run Z1915 with one car. The 2-8-0 and the B10, 2-6-0 completed two or three laps when David failed the B10 with injector problems. John

took the suitably loaded train around while I hand shunted my passenger car back to the carriage siding. After I had serviced the Z19 John H had completed the lap and the 2-8-0 coupled up to the Z19. Both locomotives ran very well for the afternoon, our last load was just before 5.00pm. Many of our loads contained far more adults than children, we had to be right on top of our game to have sufficient pressure as we ran into the grade at the bottom of the ground. I was pleased to have the 19 running more efficiently, the front end work completed since the December running day had paid off.

On the ground level inner main Andrew had Warwick's V1224 in steam early and waiting in the station for passengers as the gates were opened. Ross Bishop ran the second train with his Fowler 0-6-2 "Toneya". All was running well for the V till about 3.00pm when the front pony truck derailed and took the locomotive off the rails at the first set of facing points. This did considerable damage to the axle pumps and clearing the locomotive from the tracks took some time as there was piping loose under the locomotive. After the holdup Ross was left to carry on providing the service on the track.

Another February scene with John Lyons & 1915 double heading John Hurst with Nigel Gresley in the elevated station.



On the outer Lionel's TGR R class ran one train. Max Gay assisted Lionel with the driving till about 3.00pm when the R was replaced by the 2-6-2 "Mountaineer" with Barry T and Martin sharing the driving and running till the end of the afternoon. The second train on the outer was the interesting combination of Ray Lee with his freshly painted VR A2 class 4-6-0 running pilot and Arthur's 2-8-2 heritage Mikado as train engine. Many of us noted the contrast of the steady rotation of the big red drivers of the A2 compared to the frantic spinning of the little wheels on the Mikado. Later that evening I realised that we had witnessed a rather significant event. The latest 5" gauge passenger hauling



Barry Millner and Mick Murray enjoy a moment after the trains have been sent off on the February running day.

locomotive running in company with one of the “elders” of passenger hauling locomotives in Australia. Ray retired the A2 late in the afternoon with injector trouble and Arthur and the 2-8-2 carried on with the loading suitably reduced. Running finished at about 5.00pm, our visitors seemed to not want to leave. The total number of rides for the afternoon was 1996 which was about 400 above the February average. Jim and Dom Mulholland were on the gate and for a short while after opening the queue stretched halfway over the bridge. Neil Bates parked his traction engine at the end of the ticket office siding near the level crossing. This raised a number of favourable comments. The canteen was cared

for by Diane, Elizabeth, Joy, Margo and Kim. Emily had a good day with no first aid to be dispensed. The signal box staff were Barry M, Mark, Mick and David. During the afternoon the following members worked as guards or station masters, Tony Eyre, Ian Tomlinson, Neil Bates, Warwick, Andrew, Bernie, Max, Graham Tindale and Peter Wagner. We had been fortunate that the weather turned out well and we had enjoyed a very successful day.

March Running Day.

We had enjoyed great weather during the week preceding this running day but the forecast storms on Friday evening eventuated and the rain continued overnight and well into Saturday morning. While the ground was very wet underfoot the decision to open was made about lunch time as it was felt that we may be lucky. As it turned out the rain stayed away even though there were a few spots. We could hear the water cascading through the storm water drain especially the big one at the lower end of the grounds. The setting up was not done till after lunch but we were ready by gate opening time. We had a small crowd. One large party group set up inside the inner ground level track and seemed very happy we were at least offering a limited service. The gate duty was shared by Bernie and Allan Mac, they had a relatively easy time. The elevated locomotive depot was a hive of activity, unlike last month when we had one train and lots of passengers. Today it was a lot of locomotives and not many people to ride. Jim had his Ps4 at the grounds for its hand over to Greg Croudace, its very, very proud and happy new owner. Needless to say this loco was the first out on the track and ran well all afternoon with three cars and a guards van. John H fired his “Nigel Gresley” 2-8-0 and made up a train of three cars and a van. I rode guard for

John as I had left the Z19 at home, I would have been drenched loading up. Brian Carter was running his 0-4-0 “Perseverance” for the first time at our grounds this year. Brian started with two cars and added a guards van later in the afternoon. After about five laps and having no passengers waiting at the station John decided to finish running so the cars were stowed and the loco returned to the depot. Much later in the afternoon when Greg had taken the Ps4 off John Tulloch steamed the J, 2-8-0 and ran two cars and a van on the elevated track. This was probably the best show we have had on the elevated for some time. There were only two trains running on the ground level, one on each track. Warwick had the V1224 repaired after the pump damage the previous running day. Andrew spent the afternoon at the regulator. On the outer main Barry Tulloch ran the

Guard Wayne Fletcher bringing up the rear on the train on the previous page!





Ross Bishop & Toneya working upgrade on the inner main.

2-6-2 "Mountaineer" the driving been shared with Martin and Peter D. The train loads were light to medium all afternoon. Peter W and Brian H manned the ticket office and sold 766 tickets for the afternoon. Considering the state of the weather we were lucky to give that many rides. The canteen workers were Elizabeth, Lee, Margo and Joy and they were not over taxed. Emily had a couple of people to repair, not due to train injuries though. The signal box was looked after by Barry M, David Lee, Steve Border and Mick. During the afternoon guard duty was carried out by Andrew, Warwick, Martin, Barry, Neil and Ian. Elevated guards were David T, Arthur and John L.

April Running Day.

In preparing for this running day on the previous Saturday we had been fortunate in being able to have a big

clean up with a very large trailer load of weeds and litter being taken to the tip. After the mid week deluge I was surprised to see that the grounds still looked very good, once the autumn leaves had been cleaned up. Out my way the morning started off with some fog which started to clear as I was loading the locomotive and by the time I was at the grounds it was a very pleasant day. Setting up was carried out by Vic, Barry M John H and Graeme Kirkby.

At lunch time we had a presentation to Zac Lee for the AME under25's award for his small vertical steam engine. The presentation was made by Brian Carter, AME editor, as Zac was unable to attend the recent AALS Convention held in South Australia. The award came with a year's subscription to the AME and a very nice set of micrometers courtesy of Hare & Forbes. It is very pleasing to have another SLSLS

name added to the trophy.

We had a very full elevated locomotive depot for this running day.

The highlight was the initial steaming of Bernie Courtenay's "Blowfly". The locomotive, while very basic, is beautifully made and has a few Courtenay modifications that set it apart from the published design. The Thow chimney with polished cap is one such modification. Having the boiler certificate issued after its steam test the loco was taken out on to the track to collect one car from the carriage siding and then take its first passenger, Lee Courtenay, on its maiden passenger carrying lap. Bernie then coupled up in front of Brian Kilgour with his Rawlinson built "Blowfly" and a sizeable train. Brian was on a break from his work on the north west shelf and was enjoying the more comfortable climate on the east coast. Brian has fitted an ejector and carried out some other minor maintenance.

Arthur Hurst and the old 2-8-2 on the outer main



This was the first time we have had double "Blowflies" on our club tracks. Not long into the afternoon Bernie took his 0-4-0 back to the depot with water feed problems and was replaced by Garry Buttle with the B1 4-6-0 "Impla". This was the first time these locomotives had been paired up and they handled the long train with ease till well into the afternoon. The second long train on the elevated was another new locomotive pairing. Greg Croudace with the Ps4 was train engine and John H coupled up "Nigel Gresley" in the lead. Greg has done a bit

of repainting on the 4-6-2, it was looking very good. I ran the Z1915 with one car till about 3.00pm and then came off. On reversing back into loco I found the locomotive tending to seize running in reverse. Careful investigation found one of the brake hanger screws was missing causing the mechanism to bind up when running backwards on the grade up to the turntable. A new set of fastenings were manufactured within a couple of days using better engineering principles; I should not have that problem again. David Thomas had the B10 in steam but only ran trials up and down the siding, he did not venture onto the main line. Nick had his "Maisie" in the depot but did not light it up. This was a big day for elevated running with three new locomotive combinations running for the first time. All drivers seemed to quite enjoy the afternoon's activities. Gary mentioned that the levelling of the track on the top curve has made driving on that part of the track much easier.



Barry Tulloch's umbrella gives the game away weather wise on the March running day.

Adam Kinkade was visiting from the Newcastle area and was accompanied by Peter Shiels. Adam had his diesel outline 422 class. The loco has had some work since its last run on SLSLS tracks. There were seven cars behind the locomotive and was the first train out on the outer main. The locomotive ran very well as usual with some very good loads. When driving on the elevated it is always a treat to pass the 422 as it growls its way up the grade, it sounds great. The second train on the outer main was Lionel's TGR R class 4-6-2 with Max at the regulator running as train engine with Graeme K and his 4-6-2, 2401, in the lead. Mid afternoon these locomotives came off and were replaced by 2-6-2 "Mountaineer" with Barry T and Martin as drivers and ran the train till the end of the day.

Ross Bishop had the ever reliable "Toneya", Fowler 0-6-2 running on one train and Ray Lee hauled the second train with his C3803. During the afternoon Tony Eyre assisted driving the C38. Both locomotives ran their trains very well all afternoon. Late in the day John Tulloch steamed the J class but after a couple of laps it was

put off and only coupled up again to run back to the depot.

With the good day we had our best April crowd for some time. Scott Murray was on the gate and when Barry M opened the gate the queue was well up Anthony Rd. The total ride count was 2826 which was the biggest April day Warwick had recorded being 1200 better than the average and 150 above the previous best score for April in 2002, ten years ago.

The canteen was looked after by Elizabeth, Dianne, Joy, Lee and Margo. Emily was on hand to tend to any injuries. Barry, Mark and Mick looked after the signal box and signal matters as well as track supervision during the afternoon. The following members acted as guards or station masters during the running time. Peter W, Peter Shiels, Arthur, Ian Tomlinson, Max, Lionel, Graeme K, Martin, Ray, Tony, David T and Wayne Fletcher.

We had enjoyed a very good day and the best roll up of locomotives and members for some time.

John Tulloch and the J class round the bottom curve toward the end of the March running day.





Brian Carter & Perserverence seen through the struts of the ground level Hawkesbury bridge. March Running Day.

March Members Day

Since we initiated these members days we seem to be able to attract not the most favourable weather. It was still a very good day. There was a little bit of work carried out. John Hurst was down early to read his meters and he has come to the conclusion that our club house water heater is using much more power than it should. An overflow leak has been traced, but full resolution is unlikely until the new unit is installed. I did some track

work to stabilise the beams after last week's post lowering exercise. This was to make the track safe for running. Some back filling of the excavation around the post was also completed to make it safer.

Simon had his Simplex out with its new char grate and he and Nick ran in defiance of the rain. Also out was Brian Muston with the now painted Sydney steam tram double heading with his Planet. Nick also was seen on this train!

Ross Bishop brought along his newly painted traction engine. This created quite a

deal of interest around the trailer under its cover and away from the rain. This traction engine is a fine example of model engineering and we will look forward to seeing it in steam. Garry Buttel brought along Impala for a run on the elevated, as did Andrew and Warwick who ran Alice the Hunslet which broke another pipe union. Fortunately a piece of rubber hose courtesy of Garry filled the gap. The cause of this was an extremely thin walled tail that has not been pushed onto the pipe far enough to have the silver solder thoroughly penetrate the whole tail. It consequently breaks at the thinnest part at the end of the pipe. Warwick had previously replaced all the pressure connections, looks like

Greg Croudace happy at the regulator of the Ps4. Photo John Lyons.





John Hurst & Nigel Gresley leads Greg & the Ps4 during the April running day.

he should have done all of them at the same time. Perhaps a hint for anyone buying a Maxitrak steam locomotive.

Andrew gave Wayne Fletcher's 34 class boiler a hydro test, as well as being consulted on other matters.

For lunch we started dry but the rains came and went so an umbrella was set up and the job was done! Barry Millner was chief fireman and chef, he did well with 6 tomatoes, 20 sausages, and about 15 rashers of bacon, plus a large pile of onions!

Most wandered off early but the rain did tend to hold off during the afternoon, which encouraged some running. About twenty five members enjoyed the day despite the damp conditions.

The next member's day will be on Saturday June 2nd and will commence with The President's Breakfast. I imagine we will fire the BBQ up again for lunch. This should be a good day, let's hope we have some good weather.

Day at Brian Carter's

Saturday 5 May was the selected day to visit Sue and Brian and good weather and a good roll up of members ensured a great day. Locos in attendance included Simons Simplex, Greg Croudaces Ps4, Mick Murray

and Tinkerbelle and train, Martin's Foden steam truck, Ray Lees A2, and the Allison's Hunslet 'Alice'. Sue Carter also had her tram in service. A BYO BBQ lunch was enjoyed and Sue had provided just about all the extras one could possibly desire. The track is about 500m long, and it has plenty of ups and downs to make the trip interesting. It was just about dark when the last left. Many thanks to Sue and Brian for a great day.

Garry Buttel and Impala leads Brian Kilgour and the Blowfly on the April running day.





21/04/2012



Above: Bernie Courtenay's Blowfly.
Below: March running day scenes taken by Maika Ly.

Next Page: The middle picture of Barry Millner is another of Maika's classic shots. Others are from the staff photographer!

From top left & clockwise: Mick and Mark in the Signal Box, Neal replacing the clubhouse water heater, Andrew & Wayne boiler testing, Barry gardening, the boys attending to Maisie, Nick driving Brian Muston's Planet and tram, Simon gardening, Ray installing soap dispensers,



**2012 CONVENTION
PENFIELD SOUTH AUSTRALIA
Warwick Allison**

This year the convention was hosted by the Penfield club in South Australia. They had an on line registration system that seemed to work very well. You still had to direct transfer your funds into their account, but I had an instant response from their convention secretary Lynn Venning and confirmation a couple of days later when the money made it.

They had the usual accommodation etc, details on their website and also the runs held by other societies. Unfortunately they didn't have 3½ inch gauge at the convention web site although they made arrangements for such locos to run at SASMEE. The SASMEE track is multi gauge ground level, so this may well have turned a few off (like me). We are spoilt at SLSLS! They have done considerable track work since the last convention and their 5 and 7¼ inch gauge track was much better but still a typical dual gauge track. There was some nice new LED signals and air operated points. The signalling as a whole worked very well, although did tend to cause traffic jams on the Saturday, as the points were tracklocked unless engines moved well clear, and signals would not clear unless the previous train was well ahead.

We took Andrew's A10 as it fitted in the back of the car. Apart from Andrew and myself, the only other SLSLS member who attended was Brian Carter.

When we arrived on Friday morning things were fairly quiet. We unloaded the A10 and steamed up and set forth. Unfortunately a rear end shunt by a larger loco derailed the consist and upset the valve timing so after two



Steve Reeves' NDMES Most Popular 'Northumbrian'.

more laps and a detailed inspection, we decided that was the end of our 5 inch gauge running for the convention. Fortunately Andrew had also brought along one of his O gauge trams. Penfield has an extensive 1 gauge set up, and as the tram had wheels that could be adjusted on the axle, it was an opportunity for a good run. It was steamed up and it tentatively went around. It was somewhat sluggish and hesitant. After it had used its first tank of meths fuel we refueled and refilled the water and had another go. This time she was off. She was hot and had run in a bit and it then performed very well indeed, doing something like 400m on a filling. It was interesting to work it through the other radio controlled trains on the layout, as you had to try and set a clear road for it. We were concerned about the potential for it to spill flaming meths all over their plastic sleepered track, but it behaved itself, and no problems ensued. The only consequence was that one of the radio controlled electric trains couldn't get up a hill because of oil on the track!

Allan Wallace from SASMEE brought along an O gauge 'Bat' 4-6-0. This was gas powered and Allan ran it on a stand. It ran at an extremely high speed indeed, the coupling rods appearing as a stationary blur around the wheels, but without any vibration at all. There were also some very nice Aster and other brand radio controlled live steamers, including a Britannia, a Castle and a 2-6-4T.

Saturday saw a lot more locos running. There was the official opening

The Bolton Trophy winning SAR T class.



Duty Roster.

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

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

August B.Courtenay, G.Croudace, S.Larkin, N.Lyons, L.Pascoe, S.Sorensen, D.Thomas, D.Lee.

September J.Hurst, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, M.Tyson, M.Yule, R.Bishop.

Gate Roster.

June. Paul Taffa, **July.** David Thomas. **August.** Graham Tindale.

by the mayor and the official train. The local Federal member was also there earlier in the day. The club knows how to get the local authorities on side because they had earlier signed up for another 25 year lease on the site. One of the polties even had advertising on one of the carriages! The main interest on Saturday was the double heading of Bob Smyth's W class (last year's Bolton Trophy winner) and what was to be the new Bolton trophy winner, a South Australian T class 4-8-0. Bob Brown had some passenger carriages on display in the clubhouse. These were superb, complete with their luggage racks, and pictures in the compartments. Meals were held in the war gamers clubhouse and were well organised affairs, although it was a roast both nights. However on the Sunday night the catering was done by the ladies of the club, and they served up an excellent mixed grill and salad which I think all agreed out did the caterers.

I went on a bus trip to the tramway museum at St Kilda, which was close to the club but on the coast. They ran a number of trams and it was good to go back in time. The preserved trams are very well done indeed. They also have a Sydney R class.

The award presentations were held on Sunday evening after the meal. Quite a few of the awards were withheld. The Bolton trophy went to Bryan Hohmann for his T class, and the most popular to Steve Reeves (Northern Districts, Perth) for his 7¼ inch gauge Northumbrian based on LBSC's Rainhill. Steve asked me about having a good 3½" gauge show at the next convention. I am certainly glad to assist in this regard! Leon Brack won the Tullamarine Trophy for the best road engine, his dual axle Foden truck. Of course the most im-



Brian Carter presents the Australian Model Engineering magazine U25 award to Zac Lee in the SLSLS clubhouse.

portant award was the AME U25 award which was won by Zac Lee for his small stationary steam engine. I accepted the award on Zac's behalf and Brian Carter presented Zac with the trophy and the prize some 2 weeks later at SLSLS. Congratulations Zac!

Andrew went off to Pichi Richi while I attended only one post convention run at Railway Park. They looked after us very well indeed with a nice BBQ lunch. The day was

Allan Wallace's O gauge 'Bat' beside an electric 1 gauge K36.



a bit dull and cool, but I found myself on the footplate of Wayne Bradford's Fyansford 1.5"scale Garrett. This was quite an experience never having driven a garrett before. Following this I was invited to try Bob Smyth's W class, and I spent the rest of the day on this. I think I was just about the last one off the track! This loco is, from an engineering perspective, absolutely perfect. No leaks, clanks or any problems at all. A steam pump slowly but constantly put water into the boiler and all one had to do was open and close the regulator. Occasionally I also put some coal on, more because I felt I had to, rather than the engine actually needing it.

Editorial.

The May ARHS Bulletin carries a story of the Zig Zag railway over the years since its beginnings and details the current state of play and some of the happenings that have contributed to the situation. I had heard that there were some issues but was unaware of the gravity of the problems. On looking at their web site I was surprised to find that there are currently no steam services and the diesel railcar only operates six days per week, Mondays being the day off. Like many similar organisations the initial enthusiastic membership is ageing and programs need to be in place to encourage membership growth and education to comply with the many regulations that today, govern all aspects of our existence and activities.

Good leadership and management is the key to this. When volunteers are relied on to make things happen they need to be looked after and treated well. If they are not happy with how things are they will just go away and do something else.

Our AGM is coming up next month (June 5th) where we can vote for the Executive and Board positions that will guide our Society for the next year. Progress relies on good governance and the contribution of as many members as possible. Come along and give your full support to our Society.

John Lyons.

All the valves were lovely to operate, gentle and leak free. The workmanship is beyond reproach and the equal of the best I have ever seen. The engine is built to a true scale for the gauge being around 1.4" to the foot, making it a little smaller than the usual 3'6" gauge prototype on 5inch.

Next year the convention is at Warner, QSMEE. They usually put on a good show, plus have all the facilities on site. Why not plan for it now!

Members News.

Neil Mackellar has been elected as a Member of the Society. Congratulations Neil, we hope your association with the Society is long and enjoyable!

We were all impressed with Nick's Editorial in May/June AME. He said some nice words about members of the Society. We hope it long continues! Thanks Nick!

Sadly we have learnt of the passing of Allan Cottrell. Allan had been associated with the Society for nearly 30 years. He had built a 2½ inch gauge 36 class (now with Barry Tulloch) and a 3½ inch gauge Britannia. Both nice pieces of work. While latterly not accustomed to running days, Allan nevertheless attended regularly in the mornings on Saturdays and Wednesday, being one of the foremost seat repairers and painters in the Society. He kept the society looking good! Allan Cottrell's funeral service was attended by 10 members. The Society was mentioned several times and it obviously played a major part in their lives. Allan had been associated with the society for nearly 30 years. He had lived in Eastwood all his life, apart from the last 6 months or so. One of his achievements was a gas powered car during the war, while others had to endure petrol rationing!

Two of our members have had increases in their family numbers. Stuart Larkin has a new daughter and Scott Murray a new son. We all hope that the new family members are settling in and making good progress.

Works Report.

On the Saturday after the February running day work started on the elevated track to fix the pier, immediately north of the Tonkin drain. Quite a peak had developed at this point and it was thought that we had a problem with tree roots lifting the pier. Warwick had left his jack hammer to use and John L was able to start digging shortly after 8.00am. As soon as the concrete surface started to break up we found tree roots of varying sizes.

Warwick's hammer started to play up, a faulty wire within its insulation was found. Luckily, Brian M bought his jack hammer as well so we could continue. We soon had a good group working on the excavation, Mark, Graeme K, Garry, Vic and Jim L. By morning tea we had the pier out and had removed more roots as we went. The beams stayed in place with suitable packing to prevent the track falling into our excavation. A root, about 30mm dia., was found under one corner of the post on the Tonkin drain. After morning tea John L found a much larger root, 75mm dia. that would have also had an im-



Brian Muston and John Lyons at work on the new elevated station drain. Photo A Hurst.

pact on the post. Once this larger root was removed the hole was cleaned up and the post suspended in place under the beams allowing clearance for mortar once the level was determined. Graeme had cleaned the old mortar from the post top. With a little bit of formwork in place Mark, John and Graeme mixed two barrows of concrete and poured this into the void getting it under the post and on to the side of the drain. The following Saturday back filling was carried out and the beams levelled and grouted. On observation it was clear that some adjustment was needed at the three posts moving away from the drain. Before the March running day John L jacked the beams and cleared out the mortar thus allowing the height of the beams to be reset and new grout to be put in. All elevated drivers have reported that this work has improved the running on this part of the track.

Diary.

June 2	President's Breakfast and members day.
June 5	AGM
June 9-11	ILS Hot Pot Run.
June 19	June Running Day.
June 30	Bankstown SLS Interclub Visit
July 3	Directors meeting.
July 6-8	Julyfest, SSME
July 21	July Running Day.
August 7	Members Meeting
August 10-12	Track n Tent, QSMEE
August 18	August Running Day and next Newsletter.

Gone are the days where we would see the locomotives pitch over the high point and then have to drag the passenger cars past that point.

Early in April work was started on a drainage system to allow the flow of the water, into the Tonkin drain, that pooled between the track and the elevated loco. John L, Brian M, Mark, Vic, Arthur and Graeme T have helped at one time or another. Once the old concrete was removed we found lots of tree roots. On the Saturday after the April running day Arthur and John L got to work removing the brick edging and excavating to the required depth. The iron pipe we had found previously was cleared and in order to check if it was needed the compressor was put on and a small hole drilled into the pipe, it was tapping size for 5/32"BSW so it could be plugged if needed. Luckily it did not leak air or water so John L got out the large angle grinder and removed the portion that was in the way. We also unearthed a very large root which was chopped through and removed. By lunch time that day the drain was suspended in its place ready for concreting. On the first Saturday in May John L and Brian M mixed some concrete to form a bed under the drain and then dug out the old terracotta pipe that entered the Tonkin drain. A slight design modification was decided on and a piece of plastic pipe was suitably cut and set into place with some cement mortar. By the time you are reading this it is hoped that this piece of work will have been completed.

Jim Leishman has been upgrading the electric connections for electric blowers. The old banana plugs have rusted and he is replacing them with stainless studs. If you use the electric blowers you will need to have alligator clips to make your connections.

Brian Hurst has continued to paint the seats and they do look very good as a result!

David Lee has measured up the ground level bridge, accurately as only a fitter can do! Individual CAD drawings are drawn for each panel so the manufacturer can computer punch each sheet. These will be custom made panels of aluminum with a 50mm plain edge and 9.5 holes with 50% visibility painted classic cream. This will match in with the signal box and ticket office and give the precinct great colour coordinated features. Thanks also to Ross Bishop who also assisted with quotes.

Gardening is always a necessity. Gardening by Simon, David, Barry M, John & Arthur H have been appreciated. This included a mass removal of wandering jew which pleases David! A 500kg trailer load was taken away for re-cycling. The trick will be to keep it out! David has even been seen helping in Simon's garden! We are always looking for people to help in the garden. Why not adopt a patch? I am sure David can give you the low down on what to do.

Arthur has been regularly up with his ride on, which has been a great help with the serious grass growth that has been occurring. Brian Muston has been bringing along his edger and it does look good all trimmed up. John Hurst has brought along a gizmo from his gizmo collection. This was a whipped snipper on wheels. It was very maneuverable yet very light and was able to get in and around the elevated track supports very easily. Early in

May John was noted with another "toy" a flame thrower initiating a scorched earth policy to rid the bank of wandering jew for good.

Ray Lee has installed liquid soap dispensers in the toilets. Arthur Hurst has refurbished the trailer.

Ross Bishop cleaned up some of the old metal fencing in order to survey the job to replace a rotten timber post in the Park Av fence

Neal Bates has replaced the water heater in the clubhouse. Interestingly it came with a 3 pin plug so after scrounging around we located a GPO and base and David installed it. Neal has provided a new tray underneath the heater piped to the outside world while Simon found some timber (our old TV bracket in fact) to create a new base for the heater to stand on. It is a very nice job indeed. Very handy to have a good plumber!

John Hurst has spent a day cleaning refrigerator condensers! He reports a 9% reduction in power consumption by the drinks fridge as a result of this so the freezer got the same treatment. He has also replaced the time switch on the hot water in the shed as it had failed.

Jim Leishman has installed our new solar powered porch light. This is to illuminate the door while locking up after meetings.

Two panels in the outer carriage shed siding have been lifted and re-sleepered, and the formation smoothed out. The point was also lifted, removing a hole in this area. The matting was quite a way below track level!

Brian Muston got an early start cutting some more plastic sleepers. These were carted to the far end of the grounds where they were installed by Brian M, Ray Lee, Nick and Warwick with occasional help from others, in the eastern side of the inner main curve. Ray Lee attacked the bridge itself to discover the screws were firmly home in the hardwood sleepers, probably the best ones we have ever replaced! He managed to do most of the inner main curve on the grate very quickly, even with learning how to fish through the grate for a Phillips head driver he dropped! A new box of sleeper screws had to be purchased too! When attending to the formation some large tree roots were uncovered. These were removed in order to produce the correct line and level formation.

Jim Leishman upgrading the 12v power to the elevated loco.





War against wandering jew! David & John implementing a scorched earth policy. Photo A Hurst.

Slowly the plastic sleepers are appearing under all the track! This has now upgraded a good length of the inner main.

The green and blue sets are to receive new bogies. The old bogies have seen good service and are the original bogies now non standard with most of the clubs other bogies. Mick Murray has been obtaining quotes.

Mick has also attended to some trip and bogie repairs. The signal trips are now all stainless steel.

Mark Gibbons has adjusted some points and gave them a good look and an oil. Peter Wagner has installed some additional terminals in A box. These has permitted termination of the newly laid cable, which in turn has allowed us to remove the emergency wire along the fence!

A smoking power supply in the signal box caused some concern. Mark and Peter Wagner worked hard on this and eventually tracked down an unwanted connection between power supplies and some other defects. A point failure on 38 trailing point turned out to be a broken brush spring. The signal box is now fully operational again but more work needs to be done in the longer term.

A drain for the new wiring conduit to the signal box has been arranged to permit any water that accumulates to drain away.

Mick and Bernie have fitted the new prototype guard's seat

There is a big smile on Graham Tindale as he gives the Maid a go!



to the red brake van and it is expected there will be a rush of guards looking for the comfortable seat!

Locomotive and Wagon Building.

Quite a few pieces of members work has been on the clubhouse table lately. Andrew had his reworked Maisie smokebox for all to see, while Barry Tulloch brought along his Maisie tender chassis he is refurbishing. The Society has a number of Maisies now. Warwick showed his Z13 class cab roof while we have also seen Simon's cross-head and slide bar for his B1, not a simple piece.

David and Andrew have also been busy with boiler tests, the most significant probably being Graham Tindale's recently acquired Maid of Kent. This was fitted with its new grate and ashpan and then Andrew plugged it up and did a boiler test. A few leaks in fittings didn't upset the inspector so a steam test was next. Some attention had to be given to the injector plumbing and connections between engine and tender. Apart from a couple of minor defects and some temporary repairs it then ran for a couple of hours giving much pleasure to all who tried her! A carriage was then coupled up to her for her to show its paces! Steve Border is making good progress with his VR K class locomotive.

Arthur Hurst had the heritage mikado 2-8-2 in steam after modifications to the front bogie to provide some more clearance for our elevated top curve. Eventually it received 5 cars plus 600kg of weights and after some traction difficulty with the load up the hill, it certainly seemed to go around the curves very well.

Greg Croudace has had the Ps4 running on the ground level, where it does look at home. (but it is far more comfortable to drive on the elevated, Ed.)

Simon Collier brought along his Simplex 0-6-0 for a run on the elevated to try his new rose bud grate. The 'holed' area of the char grate in this engine has been increased from 20% to 25% and there have been some plumbing alterations to the injector water feed too. The loco now steams much more freely but trouble was experienced with the injector. Following consultation with Ross Bishop and close examination of the injector, it was found that the water feed was the culprit and feed arrangements were altered to a previous configuration. This proved very successful and several drivers were fortunate enough to drive the Simplex including Travis Stuart who did 3 laps - it was his first drive of a steam loco, congratulations Travis!

ORIGIN OF THE MODEL ENGINEER THREAD

Barry Tulloch

It is now one hundred years since the standard for the series of model engineering threads has been adopted. It is a unique thread in that it has only two pitches.

On Monday evening, 22nd January, 1912, Mr. Percival Marshall, editor of the Weekly Model Engineer Magazine, delivered his first presidential address to the Society of Model and Experimental Engineers, titled Model Engineering Past, Present and Future.

He stated that his great aim was to raise model engineering to its proper position in the world of applied science and to see the Society of Model and Experimental Engineers take its place as a fully representative organization. A really

strong society might do much for the good of model engineering and for instance, set up standards for screw threads for model screws, steam fittings and plumbing fittings using fine threads.

In February, 1912, Mr. Ferreira, Chairman, SSME, suggested the society adopt a standard pitch of 40 threads per inch Whitworth form, for all steam fittings, diameters from 1/8" to 5/16" and called on interested parties to express an opinion.

A meeting of some of the leading members of the trade was held in London on the 22nd February and the matter was thoroughly discussed. A further meeting was held on 6th March, 1912, after numerous contributions from readers of the Model Engineer.

The two meetings were held at Anderton's Hotel, London, and were attended by Mr. Percival Marshall, A.I.Mech.E. Editor of the Model Engineer Magazine presiding, Mr.L.M.G.Ferreira, A.M.I.C.E. (Chairman, Society of Model and Experimental Engineers),

Mr.W.J.Bassett-Lowke and Mr.E.W.Hobbs (Messrs. Bassett-Lowke,Ltd), Mr James Carson and Mr J.C.Crebbin (Messrs. J Carson & Co., Ltd), Mr Whitney, Mr.S.M.Stuart-Turner, Mr A.H.Avery, Mr Henry Greenly, Mr Ryan (Messrs Buck and Ryan), Mr King and Mr.George Gentry (The Model Engineer Laboratory).

It was stated that at that time no uniformity in pitches was adopted and that fittings of the same size from different makers were screwed with different threads.

The conference was unanimous in the recommendation that for all diameters up to 7/32" diameter a uniform pitch of 40 threads/inch should be adopted. Opinions differed for the larger sizes.

Two alternative schedules were prepared for sizes through from 1/4" to 1/2" and readers of M.E. were asked to vote and comment for the guidance of the committee.

Replies were to be sent to the Editor of the Model Engineer Journal. The concluding meeting of makers and users of model steam and water fittings was held on the 8th May, 1912, under the Chairmanship of Mr.Percival Marshall, and they unanimously resolved that the following series of pitches of 32 and 40 TPI be adopted and be known as the Model Engineering Standard Thread.

Diameter	Pitch
1/4"	40
5/16"	32
3/8"	32
7/16"	26
1/2"	26

And that is the way it has been ever since. Well not quite, taps and dies are available now having 40 TPI from 1/8" to 1/2" and 32 TPI from 5/32" to 1/2" all classed as model engineer threads in both carbon steel and high speed steel ground thread.

One can only assume that taps and dies were available prior to 1912 from the various suppliers but were regarded as specials. Another interesting feature is that screws, bolts and nuts have never been available in the ME thread com-

mercially except for 3/16" & 1/4" brass nuts available for a short time from J.W.Mann repetition engineer, Sydney.

Brass Thread.

The origin of the brass thread is obscure; this thread has been in use for well over one hundred years for gas fittings, brass tubing and general brass work. The brass thread has 26 threads per inch in Whitworth form in all sizes from 1/4" OD up to 1"OD.

BA Thread.

So far as bolts and screws are concerned the M.E. conference recommended no change from the Whitworth and BA standards at present in use.

The BA thread was finally adopted by the British Association in 1903. The thread angle and depth of thread are the same as the corresponding dimensions of the Thury thread, and its formulation was first proposed by the British Association in 1884 based on Professor Thury's (Swiss) system of instrument screws. (J.Whitworth was a member of the committee.) The pitches were calculated from $P = 0.9^n$ where n is the designating number of the screw and the basic major diameters from $D = 6p^{1.2}$ or put simply the diameters for BA series screws are determined by a factor proportional to a power of the logarithm to the base 10 of the thread pitch in millimeters. Thread angle is 47.5deg. BA.0 is 6mm dia x 1mm pitch.

Further reading in the Model Engineer Magazine.

- Screw Threads for Model Engineers by George Thomas; Volume 146 – Issue No. 3627 – 15th February, 1980 – page 219
- Metric Screw Threads for Model Engineers by T.D. Walshaw; Volume 174 – Issue No. 3991 – 21st April, 1995 – page 487
- BA Threads by J.H. Ellis; Volume 199 – Issue No. 4313 – 23rd November, 2007 – page 638 Volume 199 – Issue No. 4315 – 21st December, 2007 – page 756
- Screw Threads by Robert Henderson; AME Issue 150 – May/June, 2010 – page 14.



Above: A busy April day at the elevated station.

Back Page: Two scenes from our club day at Sue & Brian Carters. Top: Nick takes Greg's Ps4 for a few laps, while Below: Andrew gets Alice up to speed for a non stop run. He managed 4 laps (2km) before running out of water.



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Public Running Day is the **THIRD** Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are \$1 each.
To ride on the trains, enclosed footwear must be worn.