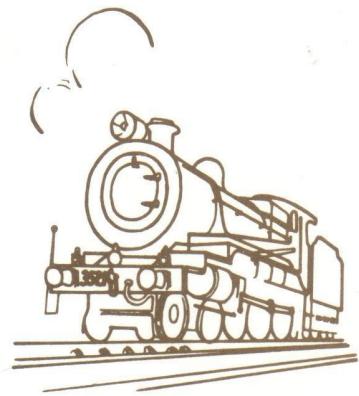


Sydney Live Steam Locomotive Society

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

'Newsletter'

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Ray Lee and 3803 pass the Ticket Office on the inner main on the March Running Day.

February Running Day.

We had showers on and off all week preceding this running day. Even though the grass had been cut the previous Saturday there had been lots of growth during the week. We were suppose to have showers and did have some but we were very lucky that the really heavy showers were elsewhere in the metropolitan area. In the late morning the skies to the south of the grounds were extremely threatening and one of our visitors, who was setting up before lunch, was having a great problem deciding whether to stay or pack up and go home. He asked a few of us what our predictions would be but I think his main concern was that the rest of his party were at a

place where it was raining a lot. He eventually stayed and had as much fun as the children.

Setting up was attended to by Vic, Barry M, Peter W, Graham K, John and Arthur and others as they arrived. Mick had checked the blue set during the week and Mark spent some time on the morning carrying out his checks on the point motors.

Before lunch Andrew attended to a boiler test on Lionel's R class and it is now set for another four years of service. At lunch time the latest Newsletter was available to read and we were treated to an inspection of some of the parts of Ross Bishop's 50 class that is being overhauled. There was the Webb fire door, the reversing stand (with his two start square thread tap) and the axle boxes, all



Arthur and the heritage 2-8-2 drift downhill with John Lyons as guard on the February Running Day.

fine pieces of model engineering.

The lunch time rain made steaming up a bit difficult and probably slowed the arrival of our visitors. Andrew was on the gate and there was no initial rush but the numbers built up well into the afternoon.

On the elevated Greg was out early with the Ps4 4-6-2 hauling four cars. Neal Bates was guard on this train which ran well for most of the afternoon till a problem developed with the injector and clack valve and the loco was retired. Our second elevated train started as a three car consist with Arthur at the regulator of the heritage Mikado 2-8-2. The loco ran very well as usual and later in the afternoon an extra car was put on. John H decided that he would not have to steam 2-8-0 "Nigel Gresley" as

the 2-8-2 was handling the load very well. In fact the Mikado did a sterling job till about 5.05pm when it made its last run for the day. Arthur drove the loco very well as some of the loads were quite heavy. The only incidents were caused by the Editor riding on the guards van not being able to keep it on the rails at the bottom of the grade.

The inner main was powered by two of our larger scale locomotives. Ross ran 0-6-2 "Toneya" Fowler cane locomotive on the Pullman set running in a most reliable manner all afternoon. The second train was hauled by Warwick's V1224 2-8-2. When steaming up at first a bad water leak was found on the lower water gauge fitting and the decision was made to drop the fire, lower the water level and replace the gauge glass. This fixed the leak and once in steam the V was out running on its train a bit later than first planned but made up for lost time being the last train off well after 5.00pm. The outer main had a bit of variety during the afternoon. The most colourful train was run by Ray and Matt Lee. Ray was driving the VR A2 class and Matt was in charge of C3506. The C35 looks splendid following its recent tone up and re-paint. The pair ran well till a derailment of an empty leading carriage caused some damage to the train. The whole train was taken off for repairs and the locomotives returned to the depot. The second train on the outer was run by Lionel's TGR R class as train engine and Graeme K with 4-6-2 2401 as pilot. Max assisted Lionel driving the R class. Later in the afternoon with the Lee train fixed Barry T coupled up the "Mountaineer" and continued running the train with Martin's assistance till it made an abrupt stop at the foot of the grade. On investigation it was found that a pin had come out of the valve gear on the left side of the loco. A

search of the trackside fortunately located the pin. With the pin replaced the loco was able to take the cars back to the station and then return them to the shed and retire to loco.

We had some visitors today from the Bankstown Society, John Elsol QSMEE, and a UK visitor, Tony, from the Ascot Miniature Railway Society. Tony has built a 7½" gauge model of a Freight Rail 48 class, so if you want to see a little bit of Aussie motive power in the UK, visit the Ascot Club. Tony remarked that if his society had the patronage that we had they would not know what to do with them.

The total rides for the day was 2335. This is the second best February day ever, the highest being 2337 in 2008. Brian H was our ticket seller for the afternoon. With the way the

Ross Bishop and Toneya on the Inner main on the February Running Day.



weather was at lunch time it was hard to imagine how close we would be to a February record.

Thanks to Liz, Diane, Joy, Margo and Gai who had a busy time in the kiosk, and also to Emily who, fortunately, did not have a busy time! Thanks also to Mrs Taffa for the scones. These are always appreciated!

On the elevated railway the station was attended to by Brian K, Paul, Simon and myself and the train guards were Neal, John H and myself again.

The signal box was looked after by Barry M and Mark. Mick Murray supervised the GL with the assistance of Graham T, David T, Peter S, Tony, Rob Murphy, Peter W, Garry B, Nick, Joe and Luca, and Simon.

The day ended well despite the uncertainty caused by the weather.

March Running Day.

Our first running day for the 2013 autumn season was somewhat hot and by 11.00am was quite humid as well. Setting up was carried out by Barry M, Vic, John and Arthur. When I arrived I adjusted the framework on the outside of the elevated track in the station area and put in some pegs to help indicate the required fall to the drain channel that was already in place. Some of the arrival station had been taped off to make safe the area that had been excavated the previous week. Martin delivered the pole for the new finger post signs which we will have soon. Brian Rawlinson had made inquiries in the UK and managed to get things moving, it is handy to have an SLSLS agent in the UK! There was a little bit of gardening to tidy up, blowing the track to clear the leaves and trimming any branches near the elevated track. Mick had run the weed killer train the previous week and we were now beginning to see the results of that work.

We had four party groups setting up early, it is interesting to see what party equipment comes in. One group had a gazebo that folded up into a compact package with a handle and wheels. Bernie looked after the gate for much of the afternoon and was relieved by Neal collecting a few dollars from the late arrivals. Before running got underway David Thomas attended to two boiler tests, firstly on Graeme's standard goods and the second for Paul's 0-4-0 Hunslet.

On the elevated track we had a six car Hurst special. Train engine was 2-8-0 "Nigel Gresley" driven by John H with 2-8-2 heritage Mikado in the lead with Arthur in charge. Guard for the afternoon on this train was Brian Hurst. Garry B had his B1 "Impala" 4-6-0 in steam and



Greg Croudace with a good load and Neal Bates as guard on the February running day.

started the afternoon running a three car train with David T and his B10 2-6-0 coupled behind the guards van as attached banker. I ran Z1915 with one car carrying out load trials following the overhaul that was completed by the end of February. About 3.30pm John T had the J class in steam and joined Garry to run the train with an extra car added to the consist. David stayed on as attached banker with the B1, Neal Bates was guard for most of the afternoon. I had decided to come off when John and the J class were to begin running. Just after 3.00pm I left the station with an empty car to return it to

Impala and Garry Buttel plus happy passengers on the March running day.





Barry Tulloch and Mountaineer settles into the climb from the bottom curve during March.

the carriage shed but on finding that the J class was not quite ready to begin running I continued on and ran a few more laps in revenue service. I was pleased with the way the locomotive ran, the exhaust beat is more definite again and it has its pulling power back. During the afternoon we had a variety of helpers on the elevated departure platform. These included Jim M, Joe and Luca, and Peter Sayers.

Ray Lee had C3803 out for a run today and was out early on the inner main with one of the car sets. The second inner train was hauled by 2-6-2 "Mountaineer" with Barry T, Martin and Peter D alternating between guard duty and driving. Ray finished his driving shift at 3.00pm and the C38 was replaced by Warwick and

the afternoon. Those involved in guard duty were Ian, Graham T, Zac, Rob Murphy and Peter D. Others were mentioned earlier.

Our canteen was run by Elizabeth, Diane and Margo. Emily looked after the first-aid, there were a couple of patch ups, not to do with railway operations.

Overall we did 2698 rides which was the third highest for March (highest was 1998 with 3204). Despite not being a record, our consistently high numbers this year is putting us as the best year ever, 600 rides cumulatively ahead of 1998! We have 6901 for the first three months. Peter W was the ticket seller today and was very appreciative of the air conditioner.

Another good day completed and if this trend continues we well may have some very large crowds during the cooler months, we will need all hands to the task.

Max and the R and Greg and the Ps4 ease a train out of the outer main platform on the March running day.



April Running Day.

Put simply, play abandoned due to rain. All week the forecast was not very promising and that was how Saturday turned out with the heaviest and most consistent rain for some time. The grounds were water logged and very soft under foot. Of course Sunday was simply lovely, clear skies, we seem to be able to entice rain. Run a member's day, plan a big concrete pour, it never fails! The locomotives that came stayed safe and dry in their trailers or cars. Arthur delivered two re-upholstered seats for the blue car set, they really look good.

After morning tea there was a brief opportunity taken by Warwick and myself and we were able to fit the gate in its place on the elevated station fence. Following that we fitted the support for the water stand pipe near the coal bin and then I removed the last of the concrete form work on the outside of the track at the top of the curve to tidy things up a bit. After that bit of productive work most of us sat in the clubhouse enjoying cups of tea or coffee and good conversation, watching videos and photos from various sources. We opened the gate and a single party group decided to carry on. There were very few people and they set up on the clubhouse veranda and seemed to have a good time despite no trains and the rain. This party group treated those of us that were still there at afternoon time with some very rich and creamy left over birthday cake. A few people wandered through the grounds and then left. Most left early afternoon, hopefully to do some useful work in their workshops!

March Members Day

Typically these days usually come with a threat of rain and this one was no exception. I had been especially looking forward to the day as it was when the Z19 would have its trial run after the summer overhaul. Arthur had a run around the grassed areas with the ride on to tame the grass that was really getting away with the warm



Brian Hurst gives the 'Right away!' on the March running day

weather. Barry M hosed the clippings off the paths to make the place respectable. The state of the weather probably deterred some members from either coming or bringing locomotives. Brian M had his "Planet" and the Sydney Steam Tram and managed to run these on the inner main in between the showers. Simon brought along his "Simplex" and managed to have a very lengthy run, dodging the showers. Luca was treated to a drive and enjoyed it considerably. Ross steamed his traction engine in the back of his ute backed up under the tool shed roof to give some protection from the rain. It was rather foggy with the condensed steam in the air and it was a wonder that David could see anything... I steamed the 19 after morning tea and had a very limited run. It involved a run off the turntable to just past the points, then back under the station roof. A couple of runs up and down under the roof then an excursion back to the water column. All of the running was against the riding truck brakes and there was a noticeable improvement in the pull and the sound of the exhaust. As lunch time was approaching the last exercise was down past the points and back to loco to

Our guards are important to the smooth running of our running days! Here we see Simon Collier and Graham Tindale performing this important function.





Above: March Members day was a bit wet! Above Neal Bates welds up a replacement gate post with Barry Tulloch supervising. Right: Arthur tides the grass under cover! Below: Brian Muston cooks the snags between the showers while further below, members partake!

clean everything up.

Fortunately the rain eased at lunch time and this gave Brian M a chance to do a wonderful job cooking the sausages, bacon and onions on the BBQ. There were about twenty members who enjoyed the cooked fare on buttered bread rolls. Thanks Brian, your BBQ skills are very much appreciated.

Despite the weather there were some tasks undertaken to fill in the time. Martin delivered the latest batch of plastic sleeper material. These had been trucked from South Australia, thanks Martin for collecting them and delivering them to the grounds.

David and Warwick extracted some Gal pipe from underneath the stored material at the top end of the grounds. Later in the day Neal, Barry T and Warwick did some



cutting and welding and produced a new gate post with mounting plates all ready to install for our meter readers gate (The existing post is timber and rotten at ground level making the gate difficult to use.)

Let's hope that the Member's Day and President's Breakfast on the first Saturday in June comes with fine weather!

Convention Report

The SLSLS convention contingent this year consisted of David Thomas, Warwick & Wendy, David and Zac Lee, Lionel Pascoe and Brian Carter. We met up with the SLSLS Queensland Division of Bryce Peak and Trevor Arny, and it was great to see them! David had his GM, Warwick had Alice, and Lionel brought along the 59 as well as the 2-8-0 and had grandson Dean at the regulator. The elevated track had a good workout too, it was good to see the 3.5" and small 5 inch locos get a good run on this track.

All the meetings were held on the Saturday night and this



certainly made the days more enjoyable as you could run without having to be at a meeting in the middle of it. There were two trade stands, DNC & Hobby Mechanics. The club had done a wonderful job and it went off very well with good weather as well.

At the meeting all our motions were lost, which was very disappointing. It seems it's much harder to move a juggernaut into the modern era than we thought. This was especially so as our motion was just a question and would not have changed anything.

The Bolton Trophy went to Bob White for his 30 class tank loco, and the most popular to a 2-6-0 Phantom (7 1/4" gauge) from the Toowoomba club. The full list of awards is on the AALS website.

Of interest, the AALS has embarked on a Strategic Business Plan. Here is your chance to tell them what they should be doing! Any ideas? Let Simon know so we can put in all the ideas, or you can submit them yourself to Alf Grigg (contact as per the AALS web site, <http://www.aals.asn.au>).

Duty Roster.

June	D.Thomas, B.Courtenay, G.Croudace, S.Larkin, L.Pascoe, S.Sorensen, ,D. Lee, N Bates.
July	J.Hurst, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, M.Tyson, M.Yule, R.Bishop.
August.	B.Hurst, A.Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffer, B.Tulloch, J.Tulloch,
Sept.	M.Murray, A.Allison, M.Gibbons, W.Fletcher, G.Kirkby, B.Muston, J.Noller, P.Sayers, I.Tomlinson.

Gate Roster.

June Garry Buttel. July. Simon Collier. August. Greg Croudace.

Carter's in May

At last a good weather members event! Our annual pilgrimage to Sue and Brian Carters track at Paddy's River took place on a nice day, a bit cloudy and with a breeze but lovely in the sun and a great day for live steam! There was a good roll up of members and a great BBQ lunch in good company and lovely surroundings. Brian had the track in good condition and there were quite a few kilometres done! Many thanks to Brian and Sue for having us down.

Around the Grounds.

On the Saturday after the January Running Day it was a bit wet and windy. In the afternoon an empty inflatable pool was blown over the fence from someone's back yard. No one rushed to retrieve the pool, we thought that they would eventually realise what happened and look for it. The following Saturday the pool was still there, on the path about thirty metres down from the Club house but by now half full of water. Simon did some detective work and found where it may belong. With our ladder on the fence the residents were contacted and when asked if they were missing a pool they had a look around and realised that they were. Very observant? It took some time to bail out the pool so that it could be returned to its rightful place. In his weekly report Warwick said that emptying the pool was not very easy. Travis's mum, Margaret, suggested that the pool could have been deflated and the Editor thought that siphoning may have been the way. In hind sight everything is clear.

Club Items etc.

Warwick writes. We have had a great presentation in the



Our mysterious acquisition, not missed by the neighbours!

AME with articles from John Lyons on the small gauge day (and lots of photos by John, Hugh Elsol and others), Andrew on the Lofts locos, as well as club roundup which is a special report compiled and sent in by John Lyons. Thanks Mr Editor, Brian Carter great editions! The Lake Macquarie Light Railway is currently putting in a mechanical signalling system. They were in need of a signal selector, and we had one surplus to requirements! It is good to see it going to a good home, where one day we can see it in operation. We gave Brendan (who came to collect it) a tour of our signalling while he was here to collect it.

Left over members days sausages were ably cooked by Brian Muston on out last April day. See what you miss if you are not at the grounds!

**Members News.**

Sadly Bill Richards passed away as we went to press. Bill's contribution to the Society was very significant indeed. A full account will appear in the next Newsletter.

We have had a few members on the sick list lately. Steve Border came to help with the March running day but left early as he was not feeling well. He finished up with a few days in hospital but has now recovered and was here for the April running day and at the Carter's for our day in the southern highlands. Ian Tomlinson had heart plumbing repairs and is making steady progress on the road to full recovery. At the time



Arthur and John proudly show the tree stump remains excavated after much work.

these notes are prepared Barry T is recovering from a dose of pneumonia, we hope your recovery is swift Barry.

Works reports.

Grounds

Arthur and Warwick cleaned out the sand pit in preparation for upcoming concrete. Jim L has arranged a fresh load of sand for us and has donated a vacuum cleaner to help collect the leaves from the elevated station area, thanks Jim.

About 4.30pm on one Saturday afternoon a short heavy shower was experienced complete with hail. The sun soon came out again. John T was seen in the downpour lathering up and cleaning the level crossing gates. These do look much better! Maybe the Signal Box next John!? Down the grounds John Hurst has used his tractor to remove the large tree stump that had been progressively

John and device hard at work.



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rotting and buried in the land between the inner and outer. This required a very large hole to be dug around it as a substantial part of it was left. It succumbed to John and Arthurs attack! Now we will have some more picnic area! To finish this area, it has been re-graded and new turf provided to assist in mowing as well. John Hurst had come down mid-week and delivered our new fencing for the Elevated Station upgrade as well. He paid particular attention today to ensuring that a drain, that was intended to allow rainwater to flow under our outer main track from the elevated track area, actually performs this task - something which it hasn't done for many years. In no time at all this area will be level, much easier to mow and a friendlier picnic place.

Neal has repaired the valve with an intermittent leak in the cistern of the toilet located in the Old Clubhouse meanwhile Jim L has been upgrading the public ones to dual flush.

Simon has attended to the Ticket Office garden. It had a lovely bunch of Chrysanthemums, just in time for Mothers Day!

Work has commenced on the ballast pit concreting, a big effort by Joe, Neal, Paul B and Peter D had half the pit excavated and then concreted the Saturday after the washed out running day. This has used most of the dubious ballast. We will try and use the remainder in the other half which will need a mini truck and should be completed by the end of May. This will keep our next load of ballast in much better condition.

Some time ago we ordered another fingerpost for the top end of the grounds, but all had gone quiet. Warwick arranged for the SLSLS Agent General in the UK, Mr.B.Rawlinson, to make enquiries, and things were on the move again! Many thanks Brian. The components finally arrived and Brian H has been into the painting, a job requiring lots of patience.

Elevated arrival station platform.

John L has been slowly concreting around the outside of the track at the station area, progress slowed during the very hot weather and since the last Newsletter much more progress had been made. Warwick and John L discussed a strategy time line to have a shot at it between the March and April running days even though Easter was in the middle.

On the Saturday before the March running day the weld mesh fencing was removed from the old station area. Work began breaking up the old concrete on the outside of the track. As the brick edging was removed along with the concrete a slight water leak became a torrent when the stand pipe slid straight out of its fitting. Fortunately Mick had his primus to hand so it was reassembled, but still with a weep as insuf-



Barry and Simon attending to the broken water pipe.

ficient heat was available. After lunch Simon went home and obtained his MAP torch, and after much scraping again Barry T had another go. This didn't work either, but the third go was successful! Hopefully it will hold. Neal was needed that day!

The area was secured with emergency fencing for the running day. During the week before the running day John L had the chance to put in some form work at the edge of the outside of the track and on the morning of the running day put in some marker pegs to indicate a fall back to the drain channel that was already in place.

Following the running day John H and Arthur put in a couple of days removing the rest of the concrete using one of John's "toys" a Small Kubota tractor with bucket at the front and a digger at the back. This is a wonderful piece of equipment and John seems to enjoy using it as much as driving any of his steam devices. On the Saturday after the March running day things were underway early. John and Arthur had worked on the Thursday & Friday breaking concrete in the station area and levelling the picnic area between the inner and outer ground level tracks. They stayed at the grounds overnight.

Concrete removal of the old station under way.



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John L and Ross had the concrete mixer out early and barrowed the first lot of concrete into place. All other lots of concrete were delivered to the job by John H in the bucket of his tractor. It saved a lot of effort, Vic assisted Ross at the mixing end while John L spread and floated it off, it was basically finished by morning tea time.

While the concrete was being laid there was a big team into the last of the concrete and root removal. Some of these roots were very large and the root system very extensive. It was these roots that had caused the platform concrete to break up and lifted the track itself. Hopefully this will now be the end of this problem for many years. Those involved were Arthur, Warwick, Graeme K, Joe and Luca and Mark. Brian M and John L set up some form work around the drain and water stand pipe near the coal bin and later Mick worked with John L setting the formwork beside the track. Mick completed this form-work after lunch. The formwork on the inside of the track was set up by Warwick, Mark, Graeme, Joe and Luca. Nick made a very special piece of form work to keep the concrete off the compressed air line connection where it runs under the platform. Garry cut the reo and even found some stirrups to set it at the right level.

Fortunately we could not get ready mix concrete on Easter Saturday morning. Thursday before Easter John L set up some formwork so that on the Saturday morning the thin section over the Tonkin drain could be concreted with a mix of less aggregate, more cement and bondcrete. The surface of the drain was coated with bondcrete as well. John L did the mixing and Garry did the floating off.

A total of 6 tonnes of concrete was removed to the tip, so it has been quite an effort.

The Saturday after Easter the weather was threatening and as it was clear at 8.00am Simon confirmed the concrete order and we were set to go at 9.00am. We had a good crew on hand and within 40 minutes and 3.8 cu.m later the truck departed. The part near the crossing was poured first then down towards the coal bin. By the time the excess concrete was deposited in barrows or on to an

old piece of plastic Ross had nearly finished screeding the narrow area as far as the tree. The wider part was screeded by Mark and John L. John L had made a special screed 2.4 m long with a goose neck to hold over the track. He held a spirit level on this and was able to keep the surface following the path relatively level. Some work then was needed to see that the level near the track provided the required clearance for the carriage running boards. The excess concrete was put to a number of uses. David T took a barrow load to spread under fences to control vegetation. Some was poured into some prepared moulds to form three pavers for future use. Some quick thinking resulted in the post at the end of the ballast siding being replaced and a new one cast in place. Now we know that many posts within the grounds have had very secure locations. This post now has to be the most secure one in the grounds. A huge excavation was dug. The track secured at the correct height after

Social Media—and Us.

I am sure all of us are aware of the Internet, and the way it increases access to all kinds of information. You will have heard of (and maybe use) facilities like YouTube, Facebook, Twitter etc, collectively known as ‘Social Media’. In the press recently there have been examples of the results of the impact of these facilities, like the recent \$1.3 billion drop on US stockmarkets due to a fake ‘tweet’ about an explosion in the White House. Many employers look at current and prospective employee’s presence on Social Media as much as any formal resume or face to face interview. There is an increasing use by law enforcement agencies and the judicial system of Social Media to find evidence to assist in identification and conviction of criminals.

More importantly to us, many visitors look at Social Media to learn about our activities, and then to tell others about it afterwards. Think about how many people we see on a running day using digital iPads and phones, let alone cameras, at the Grounds. The images they take can be out in the Social Media sphere able for all to see before they leave the Grounds!

We have no control over what our visitors put on Social Media. This means we have to be on our best behaviour at all times, as our image is everything. Like any good image, it is easily destroyed by a handful of incidents – people like to believe the worst.

We do have control over what we put on Social Media ourselves. While your Society does not have a presence in its own right, many members do. We ask that these members consider very carefully what they publish, to ensure that there are no negative aspects for our Society.

There are already examples on Social Media of trains operating in a way that could be construed as dangerous (even if not on a running day), another showing a train on a running day with a member of the public sitting the wrong way and filming, etc etc. There are some good ones too where members of the public sing our praises.

Our biggest fear in this is that should some member of the public sue us, mentions of us on Social Media will be examined closely for evidence to support their claim. Anything that shows we are (or might be) irresponsible or remiss in our duty of care will be used against us.

All we ask is that members behave appropriately when the public are on the Grounds, and those members who use Social Media, think carefully about what they publish about the Society. If in doubt, don’t publish it.

the old post was removed. Andrew used an old orange plastic drum as the form work for a new column. We could not barrow the concrete in and Arthur set up a rail delivery system. The old flat car that lives in the shed was brought out and placed on the turn table. The concrete was barrowed to the end of the turn table and shovelled into plastic drums and run down to the excavation. I think there must have been at least half a cubic metre, maybe even more. As well as those already mentioned we had Peter W, Arthur, Ray, Garry, David, Joe and Luca, Brian M, Vic and Simon. Brian H finished the

How the station looked after the first stage of concrete removal. The temporary fence allowed the running day to proceed safely.



edges, Alan Mac kept a close eye on the event and Warwick generally supervised and acted as official photographer. During morning tea the rain started and frantic efforts were made to cover the concrete, luckily we had sufficient material on hand to provide a good cover. Later in the afternoon it was clear enough for the surface to be finished off and the covers replaced.

Brian H and Peter W removed some of the coverings on the following Wednesday and John L removed the weld mesh fence panels early the following Saturday morning as well as taking the rest of the form work away. When Warwick arrived he was assisted by John L and later Lionel to fasten the new picket fence into place. By the end of the afternoon the new arrival station platform looked magnificent! Nick had helped back filling the edges. Warwick re-fitted the steel plate at the drain entry near the coal bin, this will however need a little bit of adjusting.

We had un-earthed another drain entry and John L was able to source a suitable galvanised steel fabricated grate at a place at Pendle Hill. The concrete support for this drain was poured the week after the April running day and the form work was removed, the grate fitted and the edges back filled early in May.

Ground Level Railway

One rainy Saturday Andrew, Arthur and Warwick relocated 2 of the blue cars to the elevated station where they removed the seat boards ready for covering. The nuts had rusted to the bolts so Andrew drilled them out. It was just as well this was done in the station as this took a bit longer than anticipated and it allowed us to dodge the



Above and below—scenes from the elevated station reconstruction!

rain.

Arthur used these as a template as new (thicker) plywood was purchased and used for the new seats. Four navy blue seats have been received and they do look very smart indeed.

Andrew and Warwick cut and drilled some more sleepers and then with Arthur's help we replaced some timber sleepers we found lurking in the outer main siding opposite the carriage shed. The formation was OK so the side insertion method was used! The job was completed inside half an hour of starting and between showers.

Mick has attended to the weedkiller train. It certainly is needed it with weeds popping up even in the newly laid ballast. With the weather we have been having it doesn't take long to infest our track bed with weeds, and regular operation of the weedkiller trains assists in keeping it looking very good.

After the picnic ground reformation Paul Brotchie and Warwick attended to the outer main track with some ad-

ditional ballast, and level correction so it should be good for running day.

Locomotive & Rolling Stock News

Brian Muston had his machined U class driving wheel available for show and tell. Simon had his B1 cylinders and piston valve down for inspection. As usual, a lovely job and a fine piece of work. Warwick brought along two goods wagons kits he is putting together. Ross Bishop also had a 50 class axle box with a new lid being fitted to cover the oil box on the top. To make these, he made a special tool which he can insert the brass into and then fold and create the hinge. We have also seen one of the driving wheel sets for Ross's 50 class fitted with steel tyres, as well as a new ladder and hand rails. Arthur has also arranged new plywood seating for the green and blue sets. This will be fitted with padding and covered as per the Pullman cars. The new seat tops will permit us to exchange them at one time and have a better



Editorial.

It's AGM time again and we can review the progress the Society has made over the past year. The election of office bearers to lead the Society for the next year will take place. We know that this is very important as without good leadership we will not continue to prosper. Take an interest in the AGM and ensure the future of our Society.

John Lyons.



Simon putting the finishing touches to the new concrete.

seat top (the existing ones were a bit thin and unpainted). Many thanks Arthur.

David Thomas has attended to a hydrostatic test on Micks Shay boiler. It shouldn't be long now before it is back in service!

Andrew attended to a boiler test on Neil Mackellar's Arthur Sherwood built 0-6-0 switcher. This loco has a number of unique features and is worthy of close inspection. Troubles with boiler feeds restricted it to only a few laps of the track. Simon and Nick were



Above & below: The new elevated station drain installed by John Lyons.



seen trying out Nick's Blowfly with wheels and coupling rods on. Andrew brought along a part built Austere Ada, a 2.5" gauge 2-8-0 which he has acquired. Another future project! It has a well built chassis and part built tender. A new boiler will be constructed. John L has had his 20 class chassis on display.

David T and Andrew did a boiler inspection and hydrostatic test on the Ross Styles' Ps4. The boiler is well covered with lagging and other sheets but the endoscope was used to peer inside and some amazing discoveries were made, although not surprising given the workmanship in the rest of the locomotive. A lovely job indeed. There are so many controls I hope it can be driven!

Mick's Shay back in action. A steam test and trial run at the end of April and an outing at the Carter's means it should be in service when you read this!

The final job with new fencing erected.



Future Events

We will be running the Small Gauge Day again this year on 2 November. If you didn't make it last year, here's another chance to get that small loco out, boiler test it and bring it along for a great day! While it's a one day event exhibition wise, we will be opening on the Sunday as well to give those from far away a chance to have a good run and make the trip worthwhile.

The Presidents Breakfast and members day is on 1 June, the AGM is on 4 June, and the Bathurst clubs Interclub run is on June 29/30. <http://www.bmrs.asn.au/index.html>

Diary.

1 st June	President's Breakfast and Member's Day
4 th June	Annual General Meeting.
8 th to 10 th June	Hot Pot Run. Illawarra Live Steamers.
15 th June	June Public Running Day.
29 th /30 th June.	Bathurst Inter- Club event.
9 th July	Directors Meeting
20 th July	July Public Running Day.
6 th August	Special Members Meeting.
17 th August	Public Running Day and next Newsletter.

Commonwealth Oil Corporation

Shay Locomotive No. 4

Part 2

By Mick Murray

Finishing “The Shay”

In finishing the Shay, a key focus was on future maintainability and the use of commercial items where appropriate without unduly detracting from the appearance of the locomotive.

Time will tell whether the maintainability target has been realised, but, based on experience to date, so far so good. Subsequent to the preparation of the initial draft of Part 2, it became necessary to strip the Shay for repairs, allowing the opportunity to consider additional improvements. Some of these are addressed as an addendum.

Frame

The main locomotive frame was stripped and cleaned for painting. Stiffeners were added to the bolster to side frame connections to provide an additional load path for the traction forces.

The vacuum brake cylinders were stripped for overhaul. Initial experiments with O-ring seals proved disappointing, so the original graphite yarn packing was returned to service.

The cylinder mountings and pipe connections were modified for improved maintenance access in the future. Pipe work was reviewed and replaced as necessary, with additional piping added for the stored vacuum system and water feeds.

Trucks

The trucks were stripped for cleaning and painting. Ball bearing side bearers were fitted to complement the existing centre bearing thrust ball races and stabilise the frame and tender on the trucks.

The sprung axle boxes were fitted with die springs and the secondary suspension provided by round rubber blocks. Perhaps the suspension is a bit on the stiff side but was hoped to provide a steady ride, which has been confirmed during initial running. Bushes were renewed as required on the drive shaft universals, a number having been damaged during disassembly.

Engine

The engine was completely stripped for examination, cleaning and painting.

To address initial stiffness in the valve gear and pistons, the cylinders and valve liners were honed to a fine finish, freeing the engine noticeably.

Cylinder lagging was manufactured and fitted, closely following the prototype.

The engine was originally fitted for grease lubrication along prototype lines, but this was changed to oil lubrication, which has so far proved effective. The engine works were sub-contracted to Scott, allowing me to get on with other tasks while the engine was in shops.

Tender

The tender was effectively complete when the Shay was acquired, requiring minimal work for completion.

An additional water feed was provided to accommodate a planned boiler feed pump. This was followed by a general clean and coat of paint.

Wiring was installed for the tail light and a tool box was manufactured to grace the rear deck.

The tool box is suspected to have been a local addition to the prototype, appearing in most photographs showing the rear of the tender. The Lima build records clearly indicate that tender sandboxes were supplied, though as the tender tank was not manufactured by Lima, perhaps the sandboxes were never fitted.

Bunker

The bunker was folded from 1.6mm Zincalume using the method described in Ken Schroeder's "The Shay Locomotive Project" website. The walls are in 2 parts, with riveted seams front and rear.

The different rivet pattern in the bunker and tender tank can be explained by the fact that the original No.4's tank was not furnished with the engine.

Cab

The cab as acquired was a laminated steel and wood one-piece construction which had suffered badly since it was manufactured. A decision was made to build a new cab in three piece (2 sides and a front panel) to aid future assembly and disassembly.

The cab was based on scribed 9mm exterior ply, laminated with hardwood sections for the pillars and window frames. Fixed window glass was fitted to one window on each cab side, with the other window left open to aid access to the cab interior. Four fixed windows were fitted to the cab front panel.

The original cab roof was shortened slightly to improve access and fitted to the new cab body. Access steps were fabricated, styled on photographic evidence that suggested different designs for each side.

Boiler & Fittings

The domes and safety valve base casing were fabricated in 1.5mm copper sheet rolled to shape. Flanges for the domes were soldered to the bodies, whilst dome tops were machined from substantial aluminium billets. The fillets between dome bodies and flanges comprise many layers of body filler.

The superheater was shortened to eliminate a joint in one of the elements. The return bends were machined from copper bar and attached with Tobin Bronze filler.

The blast pipe is fitted with a removable nozzle, should adjustment be required in the future. The nozzle is surrounded by a simple blower ring of copper pipe.

The chimney petticoat was formed from rolled copper sheet along the lines of the dome bodies and flanges.

A neat butterfly firehole door was supplied under subcontract by Scott, along with a 4-chime whistle in polished brass.

A new backhead cladding sheet was formed from the diminishing supply of copper plate and boiler cladding is in 0.5mm stainless.

Another sub-contract job from Scott's workshop provided the ashpan body which was fitted with rocking rosebud grates (in 4 sections), dampers and ash discharge doors. The ashpan is arranged for quick installation and removal by the use of retaining pins.

Brakes

The Shay is fitted with vacuum and steam brakes. The steam brakes are an apparent departure from prototype, with photographic evidence suggesting that C.O.C. No. 4 did not have this feature.

The vacuum ejector is intended to run continuously when the locomotive is in service, steam being controlled from a cock on the auxiliary steam manifold in the cab. A check valve protects the vacuum stored in the footplate mounted reservoir.

The brakes are controlled by two modified LocoParts brake valves, one for the vacuum system and one for the steam brake. Gauges are provided for stored vacuum and train line vacuum. A cock is fitted in the vacuum line to isolate the locomotive brakes from the train brake line.

Water Feeds

Three water feeds are provided - large and small injectors, along with a Keim steam pump in the style of the prototype's Westinghouse air compressor.

Water feed to the injectors is by ball cocks under the cab floor, operated by extension shafts convenient to the seated driver.

The cab fitted out prior to roof installation



Painting

The selected colour scheme was styled after 2 paintings by Phil Belbin that appeared in 1980's Comeng calendars. In the absence of any evidence to the contrary, the chosen scheme at least has a documented reference point.

The base colour for frames, trucks, bunker and tender was satin black. The boiler cladding was painted in Caulfield Green and the buffer beams in Cherry Red.

The smoke box, chimney, ash pan and back head were finished in Pot Belly Black heat resistant paint.

The Cab feature mouldings were stained Walnut and the whole cab was then finished in two base coats of Jarrah polyurethane followed by a clear top coat. The cab roof was finished in Medium Grey

All paints, with the exception of the cab base coat, were spray cans purchased from the local major hardware chain.

Builder's Plates, etc.

Lima builder's plates are installed on either side of the smoke box. The plates of Gibson Battle and Company adorn the bunker and "C.O.C. Pty Ltd No.4 plates" are mounted on the cab sides.

As the firehole door assembly covered the "official" boiler number plate, an additional number plate is attached to the backhead cover.

A plate recording the builders of the miniature C.O.C. Pty Ltd No.4 is affixed to the fireman's side of the underframe. All plates are paint filled etched brass.

Electricals

A 6V battery is located in the bunker below the coal tray. The battery is charged via a socket and selector switch under the bunker on the driver's side. A self-resetting thermal circuit breaker was installed after a number of blown fuses were experienced during final assembly of the locomotive.

The tender rear deck is home to the tail light, power for which is supplied by a jumper cable from the engine unit.

The head light is styled on the original oil lamp, with dimensions adjusted to accommodate a 12V, 10W down light globe. Operating on 6V, a pleasant yellowish glow is achieved.

Cab lights are provided for the fireman's side water gauge and general cab lighting covering the controls and pressure/vacuum gauges.

All lights are controlled from a switch panel conveniently placed for access by both full size and scale drivers.

Initial Steam-ups

The boiler was fired twice prior to the official test, firstly to around 50psi, mainly to set the boiler paint, and to try the engine (drive disconnected) on steam for the first time.

The second test worked up to full pressure of 100psi, allowing the safety valves to be set.

Boiler Test and First Runs

A steam test was conducted on 28 July 2012 and passed successfully, with only minor comments from the resident Boiler Inspector.

The Shay then proceeded on its trials with a number of light engine runs, followed by a load trial of using one of the Inner Main cars sets and up to 9 SLSLS volunteer passengers.

Subsequent trials on 3 August and 1 September 2012 contributed to the running in of the Shay and contributed short lists of improvements for attention.

The Shay's first revenue service was on 15 September 2012 where No.4 completed some 16.5km (10 miles) of service on the Outer Main during the afternoon. Loads of up to 14 adults and 10 children were reported by the Guard. The Shay handled the loads with ease and demonstrated the benefits of the gear drive when boiler pressure was a bit less than desired on occasion.

Addendum

An un-planned disassembly of the Shay in late 2012, and its subsequent re-assembly proved the veracity of most of the maintainability features referred to earlier.

The frame I-section longitudinal beams were replaced by material of additional cross section, substantially reinforced over most of their length with bar material.

Welded cross members were added fore and aft of the firebox. The problematic vacuum cylinder seals were replaced by selected O-rings, with initial tests proving positive.

The dome mounted whistle has been supplemented by a deep tone 4-chime whistle.

In Conclusion

Finishing and operating the Shay has been an interesting experience, though somewhat frustrating at times, but that is the nature of major projects (even miniature ones).

Overall the construction period covered some twenty odd years, of which my two and a half were



First Visit to SLSLS

busy enough. Good thing we never really try and measure the time that goes into a locomotive!

The Shay certainly looks the part and has generated a lot of interest, both from fellow SLSLS members and others who have seen it.

It has also featured in both AME and Model Engineer. There is doubting the Shay's ability to haul a worthwhile load whilst meeting the operating schedule. It just "whirrs and purrs" along.

Henry certainly would have been proud!

In service at SLSLS - September 2012





Above: Warwick Allison & V1224 are seen to advantage in this broadside view taken by Neal Bates on the February Running Day.
Below: Ross Bishop's McLarin traction engine at Brian Carter's track with Bitza and Max Gay in the background.



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

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

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

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

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