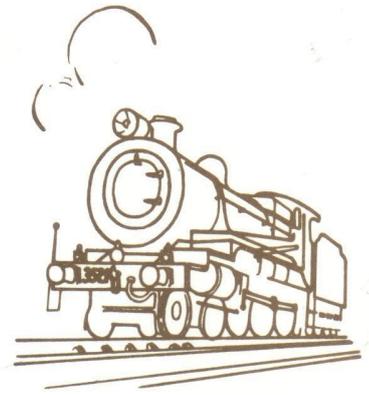


# Sydney Live Steam Locomotive Society

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

## 'Newsletter'

Volume 42. No. 2.



Brian Hurst driving the Hurst's King at speed on the old elevated track.

### February Running Day.

The day was a change from the hot weather we had been experiencing. The rain was steady all morning and there were many phone calls as to if we were running or not. As forecast the rain stopped about lunch time and it tried to rain during the rest of the day with a few spots here and there for the whole of the afternoon. Once the morning rain stopped there was plenty of action unloading locomotives and setting up the grounds. Involved in setting up were Vic, Barry M, Jim L, John and Arthur H, Graeme K (leaf blower) and myself checking the elevated vegetation clearances. Warwick and I investigated a section of the elevated track on the right hand curve leading to the long straight up hill run. It was determined that some levelling would be carried out in the near future. There were three party groups brave enough to set up for the afternoon before lunch.

John H switched on the new fan in the carriage shed get-

ting very wet and muddy in the process. In the elevated loco depot we saw Nick's Blowfly chassis running very smoothly on compressed air. It is always special to see a locomotive chassis come to life for the first time, even with a lot of oil spitting out of the exhaust.

The latest Newsletter was handed out at lunchtime, this issue even included some old fashion cutting and pasting to conceal a production mishap!

There was only one train running on the inner and this was Warwick's WAGR V1224 2-8-2 with Andrew driving for most of the afternoon. The V hauled the Pullman set and Graham Tindale acted as guard for most of the afternoon. When Graham had to leave Andrew took over as guard and Warwick drove for the rest of the afternoon. Ian Tomlinson was inner station master and in the signal box Martin Dewhurst attended to the signalling for the inner track.

On the outer track we had double headed standard goods



**Bernie Courtenay preparing the gate for the incoming patrons.**

engines hauling the Central West set which is now made up of the rebuilt Richards cars. The last of the padded seats were delivered by Arthur this morning so this was the inaugural run for this set. The cars ran very well and were very stable. The completion of these cars was a great team effort with about 20 members being involved at one time or another. D5035 driven by Graeme K was the train engine and D5148, Ross B was leading. With John T arriving late with D5595 there was an anticipation that we may see triple standards but this was not to be as John replaced Ross and D5148 late in the afternoon. Ray L and Geoff Olsen were guards on this train with Max, Ian D and Tony E doing the station master work.

The elevated track was covered by two Hurst three car trains and one single car consist. John with 2-8-0 "Nigel Gresley" was at the head of one with myself as guard and Arthur and the 2-8-2 Mikado took the other with Nick as guard. The single car was hauled by Zac Lee with his newly acquired B10 2-6-0. Zac was first on and last off

**John Hurst and Nigel Gresley 2-8-0 on the elevated track.**



the track only stopping for Gai Mac's group photo shoot. Zac was enjoying the challenge of the afternoon's passenger hauling and was happy to have David T on hand for support and encouragement. David had a couple of laps on the B10 during the afternoon. At about 4.30pm with two trains in the station and no passengers waiting John H backed his cars into the carriage shed siding. Arthur eventually had one more load. John followed this train to the cross over and to loco. Arthur then returned his cars to the carriage siding and Zac was left to cater for the remaining few passengers. Simon and David were elevated station masters

The trains we had running covered the crowd that we had on hand. While some trains had good loads I noted one on the GL with only one small boy as the load. Bernie attended to the gate and had a fairly easy day. As already mentioned Martin D was in the signal box and Steve Border looked after the outer safe working. Barry M assisted in the Box and Neal Bates was track superintendant. Mark G was on hand to attend to some signal / track issues during the day.



**John Tulloch & the K class leads Graeme Kirkby and 5035 on the outer main.**

In the canteen Elizabeth, Diane, Joy, Margo and Gai looked after the refreshments and Emily was there for first aid needs. Peter W was our ticket seller dispensing 1040 tickets. While this figure was well below the February average it was not too bad considering the weather for the day.

On the day the flag flew at half mast as a sign of respect in memory of foundation and life member Brian L Hurst who had passed away during the week.

**March Running Day.**

After a couple of running days affected by the weather we were hoping for better luck. The day dawned with some cloud and very humid conditions. The cloud cleared after lunch and we had some very warm sunshine. The day ended with a storm and some very heavy rain. We had a very good roll up of members and locomotives. Setting up was looked after by Bernie, Vic, John and Arthur, Graeme K and Barry M. Max was running on the elevated before lunch trialling his 3½" gauge C38 class. This loco was started by

Max's father and over recent years we have seen the excellent work that Max has put into the completion of this locomotive. The locomotive performed very nicely, a credit to the workmanship of the father and son combination.

John H helped to direct the party groups that took the opportunity to set up before lunch.

First out on the outer main was Greg C with the Ps4 4-6-2. Greg had not long returned from a five month adventure in East Africa, you can read about some of this trip as a feature in this Newsletter. After running alone to get

**Right: Garry Buttel B1 leads Arthur Hurst and the Heritage 2-8-2 on the elevated on the March running day.  
Below: Max gay gives his 38 class steam trials.**



his hand in again Greg was joined by Ray and C3506 for the afternoon's running. Tony E assisted with the driving when not acting as guard and during the afternoon Nick was also guard. The second train on the outer main was once again hauled by double standard goods engines, this month, D5148 and D5595. John T ran the 55 as pilot engine and Ross had the 50 class running train engine. They ran very well all afternoon keeping to a good steady goods train pace. Graham Tindale was the guard on this train.

Graeme K was out early on the inner main and ran the car set for some laps before being joined by Lionel's TGR R class, 4-6-2, driven by Mark and Max during the afternoon. The R class shunted into position as train engine with Graeme and 2401 in the lead. Geoff Olsen was guard on this train. The second train was hauled by Warwick's WAGR V 1224. Warwick was driving with Andrew as guard. There were some mystery issues on the inner. Graeme had some front bogie derailments on the bottom curve at the foot of the grade and then Warwick had trouble with the second last car then things settled down and all was well. Mick and Scott were intending to steam the Shay but eccentric problems prevented them from running.

There were some heavy loadings during the afternoon so the locomotives were required to do some heavy work.

On the elevated track we started running with Arthur

and the heritage 2-8-2 hauling a seven car train, suitably loaded till assistance arrived. This came with Garry and the B1 "Impala" 4-6-0. The B1 coupled up in front of the 2-8-2 and the combination ran very well all the afternoon. Zac Lee was running again with his B10 running one car. During the afternoon David T had a hand at the regulator. I ran Z1915 with one car, its first good test at passenger hauling since the fitting of new pistons and rings. I was pleased with the 19's performance. I came off about 3.00pm set the locomotive for loading then played the afternoon tea man. Late in the afternoon Paul steamed the Hunslet running a two car train with John H as guard. John's "Nigel Gresley" spent the afternoon in loco as we did not need its service. Joe and Jim M acted as guard on the big train while Simon, Joe Luca, David T and Nick were the station crew.

The signal box was attended to by Martin D and Barry M. Station Master and guard duties were carried out by Lionel, Steve, Neal, Geoff O, Scott and Tony E.

We were fortunate that Christine Hurst was able to be our ticket seller, thank you very much Chris. In the canteen we saw Elizabeth, Joy, Diane and Gai and Emily was on hand if we needed any first aid dispensed.

Ian Tomlinson was the gate keeper for the day and was assisted early by Steve B and David L, David was also the track superintendant. We gave 2709 rides for the af-

**Ray Lee & 3506 leading Greg Croudace Ps4 on the outer main.**





**Scott Murray and the Shay prepares to perform on the April running day.**

ternoon and we had worked hard to provide that service. Late in the afternoon the western sky began to darken and we could soon hear distant thunder. As this started to come closer our visitors started heading for home. I was fortunate to have my wagon loaded and back out of the grounds by the time the rain started. After all the cleaning up was done I was able to head for home as the heavy rain and wind started. The lightning display was very spectacular and there was some partial flooding on Victoria Rd. A damp end to a good afternoon.

### **April 2014 Running Day.**

This year our April running day fell on Easter Saturday, and, with the AALS Convention in Victoria we were expecting to be light on for motive power. This proved to be not the case as we had a great roll up of members and their locomotives. We were fortunate to have very pleasant mid autumn day that was just right for our activities. Setting up was attended to by Barry M, Graeme K, Vic, Mark John H and Arthur. Graeme was busy with the blower clearing all the running tracks. I tidied up the vegetation on the perimeter of the elevated track making sure that there were no overhanging bits of vegetation to tempt little hands.

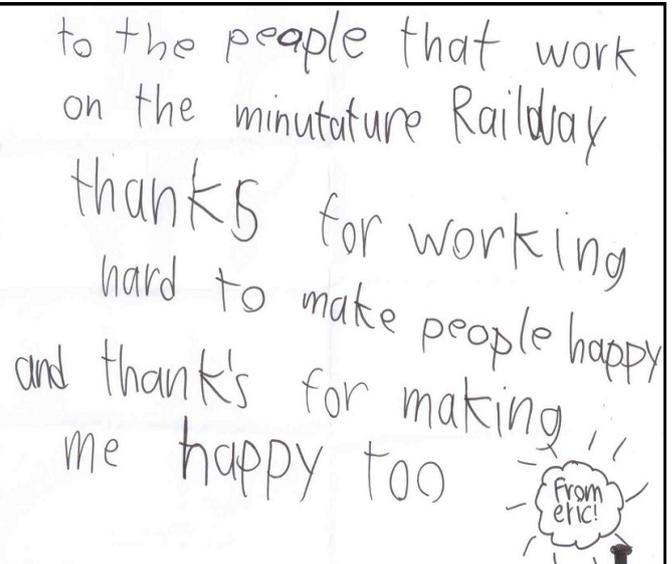
Nick steamed his 4-4-2 "Maisie" mid morning and had a very good run with the track to himself. Nick is gaining confidence and ran the loco very proficiently; his lap times are improving all the time! Also before lunch Ross B steamed his 0-6-2 Fowler "Tonya" for load trials after the fitting of the new copper boiler. Ross coupled up to a set of cars running on the inner main. Neil and Alan Mackellar steamed the 0-6-0 switcher. Neil took the loco out on to the inner main to have a trial run and get the feel of the road. Mick had the Shay out fresh from the workshop following valve gear re-tuning and other tune up work. This was fired and taken out onto the outer with Scott at the regulator coupled up to a car set for driver training and assessment.

There were a number of party groups setting up before lunch time, it is very interesting to see what some of the party groups actually bring in!

On the elevated track we had our seven car train with John H and 2-8-0 "Nigel Gresley" leading the 2-8-2 heritage Mikado with Arthur H at the regulator. The two locomotives ran well all afternoon. Early on the train was only lightly loaded, maybe two or three cars at the most. As the afternoon crept on the loads lifted considerably and sometimes more adults than children. I rode on this train as guard early in the afternoon. Garry B had a spell when I went off to take some photos of the day's activities and organise afternoon tea for the elevated workers. A second train of two cars was hauled by Paul and his 0-4-0 Hunslet, Joe and Luca took turns as guard. Gary B had his B1 4-6-0 "Impala" in the depot as did I with 0-6-0 Z1915, both locomotives on standby. Following successful trials Ross hauled one of the inner trains for the afternoon. The Fowler performed as reliably as ever for the whole of the afternoon's run. The second train on the inner was a new combination of Ray L's C3803 and Neil Mackellar with the Switcher 0-6-0. Later on in the afternoon the Switcher was run into the head shunt siding with a water feed problem and remained there till the end of the day's running.

On the outer track the Shay was on one train and after a fair spell we had Jim and Dom Mulholland with C3901 "the Green Machine" on the second outer train. Driving and guard duty was shared through the afternoon by Jim and Dom. As we have seen in the past C3901 ran reliably all afternoon. Scott drove the Shay for the bulk of the afternoon handling the locomotive in a most proficient manner. As on the elevated the early loadings were light but built up into mid afternoon. The Shay purred up the grade, the master of whatever load it was required to haul. Mick was guard for the afternoon; I think he had a short time at the regulator. I am sure Scott really enjoyed his first revenue run with the Shay.

Graeme K had 4-6-2 2401 in steam in the ground level depot on standby and when running was as good as finished he ran a recovery mission to return the Switcher to the depot.



Stuart Larkin was on the gate and after the initial opening time rush had a relatively easy afternoon. Christine Hurst was our ticket seller for the afternoon while the canteen was looked after by Diane, Gai and Kim. Elizabeth T called in late afternoon on her way home from Melbourne. Our signal box team were Barry M and Martin D, track superintendant for the afternoon was David Lee. Simon, Rob and Geoff Olsen were station masters with Nick helping in a variety of roles. We gave a total of 1914 rides for the afternoon and considering that it was a holiday week end we did very well. We also had a number of SLSLS family groups some spanning three generations, the Murrays, Tullochs and Hursts. Time to give some thought to a SLSLS family day! A big thank you to all who helped make the day a success, it was a real co-operative effort.



**The Mullhollands attend to 3701 while the Murray Shay passes with a good load.**



**Ross Bishop and an overhauled Toneya pull flawlessly uphill during the April running day.**

**March Member's Day. A visit to Craig Hill's railway at Yarramundi.**

True to form we had the threat of rain but despite this there were a good number of SLSLS members who ventured out to the foot hills of the Blue Mountains in the Grose River valley. Graeme Kirkby had spent time on the Friday and from early morning Saturday setting up his scale railway structures around the track to set the scene very well. Snake Gully and Wombat Hill were complete with station seats and train hailing signals, plus post and rail fencing. As well the railway was fully fitted with lower quadrant signals, all set correctly for the road ahead!

Graeme steamed his 2401 pacific and hauled his collection of goods wagons. Just before the rain set in Graeme was testing his staff exchange equipment. Gai's video showed that it worked but the foot rest on the tender played havoc with the staff holder post.

The other members in attendance were as follows. Warwick and Andrew with the 4-4-2 CC tank engine and goods wagons with my HG van on the end. Simon was I think first out on the track with the 0-6-0 "Simplex".

Nick was riding with Simon and later changed positions to drive the engine. Brian M followed the "Simplex" out on to the track with his Sydney tram and Planet. Arthur H brought along the Heritage Mikado and John H made use of the space to steam his Foden steam truck. Paul T gave his 0-4-0 Hunslet a run and Ross B steamed his standard goods D5148 and hauled a long line of S wagons. David L arrived mid morning with Zac and his 2-6-0 B10. John T came along as did the Editor.

The morning was very dull but Craig did say it was better than the Friday as on that day the mountains in the background were lost in the mist and cloud. Late morning the rain started light at first but then began to set in.

By 3pm there were not too many left and we helped Graeme pack away some of the stations before we departed. A big thank you to Craig for letting us have the run of the place and to Graeme for bring along all the trackside scenery. Let's hope next time is a bit drier!

**Visit to Sue and Brian Carters.**

We were all looking forward to a day at Fairhurst but the weather closed in and things did not look promising. Still the hardy (or fool hardy?) ventured forth and were rewarded with an overcast day and no real rain from mid morning to dark. Graeme Kirkby had his newly acquired H class in steam, and it ran beautifully, used no coal or

**Diary.**

- May 31 AALS Interclub at Wascoe Siding. BMRS.
- June 3 Annual General Meeting
- June 7 Presidents Breakfast
- June 7-9 Hot Pot Run ILS.
- June 21 Public running Day
- July 1 Directors Meeting
- July 11-13 Julyfest at SSME.
- July 19 Public Running Day
- August 5 Members Meeting
- August 7-10 QSMEE Track & Tent.
- August 16 Public Running Day and next newsletter
- August 30, 31 AALS Interclub and Small Gauge weekend.
- September 5-6 Galston Gathering HME

**NB Check AME for a full listing of events**



**Mark Robinson with Jenni at the regulator taking Katie for a run around the Bulla Hill railway during the convention.**

water and leaked no steam! Warwick had his CC79 which is certainly getting a good running in. Some steam leaks were evident and need attention and one seemed to be travelling in ones own fog! Its only really noticeable in cold weather too! The opportunity was taken of a photo coverage with the two together. Sue's tram also did some laps with drivers Border and Courtenay at various times. Sue provided excellent hospitality for us and we were certainly well looked after all day! Lets hope the weather will be kinder next time, it was certainly easy going with less trains on track! Many thanks Brian and Sue!

### **Orange Weekend Reported by Warwick.**

The SLSLS was well represented at the Orange scale weekend with myself, Wendy and Andrew, John and Arthur Hurst, Martin & Emily, and David Lee. The hospitality was excellent and they really looked after us. Greg Bird has given us a copy of the Orange anniversary book. If you want to read this, please ensure it is returned to the clubhouse.

### **Convention 2014 Report.**

This year the convention was held at Bulla, the first time in 22 years since the Tullamarine Live Steam Society hosted this event. The site is new, just past Tullamarine airport and

in a large spacious park. They have put down a large quantity of track with two separate ground level railways, one 3½ & 5 inch gauge and the other 5 & 7¼ inch. The larger gauge is about 1.8km long, while the smaller is 800m long. There are several loco depots complete with turntables and facilities and despite over 100 locos and associated trains, there was no congestion to talk about and everyone just seemed to be absorbed by the facilities.

The Society made everyone feel welcome and were very helpful in every respect from unloading to point operation. Coal and wood were laid on as was air and power.

While it was a big engine convention, there were about six 3½ inch gauge, including from Alan Wallace's 0-4-0 Juliet (which circulated continuously at a good rate of knots), Andrew's Maisie, the Brack's 38 class, and a South African 4-8-2 tank loco (lovely job). On the large size there were many diesel types and battery locos, but probably the largest steam loco was Mark Robinson's Katie, a 7¼ inch gauge 0-6-4 ride in, along the 'Tinkerbelle' theme and common on the Moors Valley railway in the UK.

SLSLS members attending were David Thomas, Zac Lee & friends (B10), Warwick & Wendy Allison (CC79), Andrew Allison (Maisie), Brian and Sue Carter (GE Tram). Apart from some rain on the Friday morning the weather was kind

**Andrew inspecting Greg Bird's immaculate PHG van at the Orange scale day.**



**Warwick attending to the formwork for some elevated track formation levelling. The gizmo is a John Lyons creation!**



for train running, just a bit overcast and at times windy.

The meals were outstanding with breakfast, lunch and dinner for those who wanted it.

Warwick won the Bolton Trophy for the CC79 class, while the most popular went to a SASMEE member with a large BHP Billiton 6000 bhp north west Australian diesel.

### **Elevated Railway.**

Following a track inspection on the morning of the February running day it was decided that some beam levelling was needed. On the last Saturday in February John L was at work early preparing the site. The anti-tip rails were removed and the track supported off the beams by some bricks and a make shift device involving two hard wood fence palings, a broom handle and some rope, this worked very well. The aluminium strip form work made by Jim L some time back was clamped in place and adjusted to give the correct levels. There was an increase in height of about 12mm. Vic, Andrew, Bernie and Warwick were all involved.

### Duty Roster..

June. A.Hurst, T.Eyre, M.Lee, R.Lee P.Wagner, P.Taffa, J.Tulloch, M Dewhurst  
July M.Murray, A.Allison, W.Fletcher, M.Gibbons, G.Kirkby, B.Muston, J.Noller, P.Sayers.  
August W.Allison, N.Amy, P.Brotchie, G.Buttel, S.Collier, B.Millner, V.Scicluna, G.Tindale.  
September D.Thomas, B.Courtenay, N.Bates, G.Croudace, S.Larkin, D.Lee, L.Pascoe, S.Sorensen.

### Gate Roster.

June. Ray Lee                      July. John Lyons.                      August. J. Mulholland.                      September. Rob Murphy

While this was happening Nick was running "Maisie" between the elevated station and the work site. On completion of the work the flat car with all the equipment was coupled up to Nick's loco and he ran the works train back to the top of the grounds. During the following week John L returned the site back to normal. Warwick and John L have measured up for the replacement of the timber beams that support the track running from the elevated turn table to the loop. Warwick has drawn the design for Martin Y to arrange supply and bending. We will use rolled galvanised steel channel.

### Ground level railway.

There have been new foot boards manufactured for some of the GL cars. Ross made a couple for the 6' cars while Warwick has made some 5' ones. With the re-fitting it was found that some other remedial work, rust removal, was needed.

Martin D has investigated the control box on the elevated signal and has made a plug in circuit board. Mick and Mark have also investigated the problems with CCTV camera No.2 and removed the defective part, so now all cameras should be working.

David L, Peter D, Paul B, Warwick and Andrew have worked on the western side of the outer main to level the track lifting where needed.

John Hurst spent a day running conduits and by days end had the fan in the inner main carriage shed fully functioning. He spent most of the day lying down on this job! Not a task I think mere mortals would want! This project is intended to address condensation in the inner main carriage shed.

Warwick investigated a troublesome green carriage and discovered the bolster plates were out of parallel by 3mm. The problem weld was ground out and the bolster knocked around and re-welded in a better position! This truck had a concrete weight in it and this has been replaced by a standard 25kg weight. Testing confirmed an improved ride. As well new drawbars were made which run from bogie pivot to bogie pivot. The whole set was run around the bottom curve with good results. Thanks to Mick, Neal, Andrew and Ray who assisted.

Mick ran the weedkiller train around the ground level two weeks prior to the April running day. Plenty of green weeds and shoots were in evidence, and hopefully the rain will hold off long enough to allow the poison to work.



An unusual view of John Hurst lying down on the job!

Thanks Mick!

Mick has supplied a new tool box for the Signal Box, and Mark G transferred the contents.

Warwick fitted some water filters to the ground level carriage vacuum lines. Mick had fitted the green set some time ago, and it certainly collected water, so some more were purchased at a good on line price and the 3 remaining sets were fitted. When the water builds up they can be drained by pushing up the little valve on their base. Hopefully this will protect our vacuum cylinders from corrosion on our new bogie investments.

### Grounds.

Simon has been continuing to attend to the roses although the wet weather has played havoc with the flowers. David T has also been attending to the garden in general. It's great to have some members looking after the gardens as it makes the place look very attractive.

Graham Tindale has found some white paint and used it touch up some of the buffer stops.

Ray Lee attended to some mower repairs.

A reminder to ride on users to make sure the key is turned off when completed otherwise the battery will go flat. If you simply get off the interlocks will stop the mower, but it won't stop the battery discharging! The correct off key position is marked. If the key is removed (it's on a tether)

Continued Page 10.

### Editorial.

We have come around to the Annual General Meeting once again and this year there a number of Director positions to be filled. Make an effort to get to this meeting to have your say for the future direction and development of the Society. It is often at times like this that the famous JFK speech is quoted, but, I like a comment made by Tony Windsor, the former independent MHR:- "the world is run by those who turn up" give it some thought.

John Lyons.



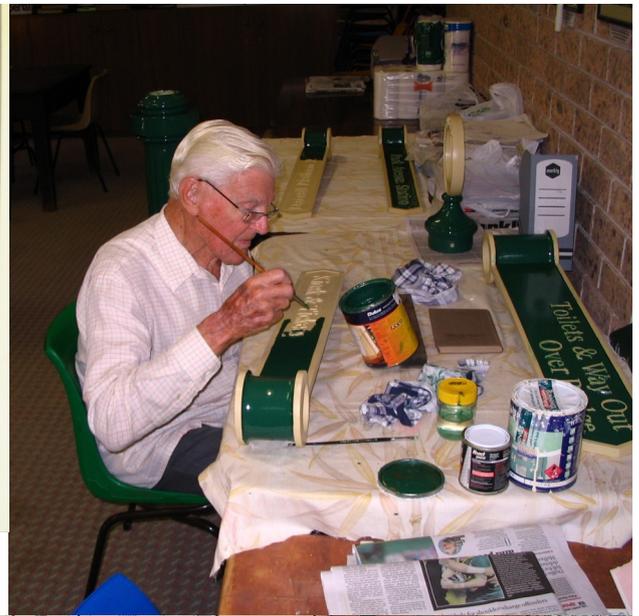
**Brian Lloyd Hurst.**  
**5 May 1926 to 12 February 2014.**

Brian Lloyd Hurst, Foundation member, Life member and absolute gentleman. Brian has been with the SLSLS for its entire existence. He has been active in all that time with the development of our grounds to the wonderful facility that we all enjoy today. While never being in an executive position he has supported the Society with his wise, thoughtful council and careful considered comments at meetings and on an individual one to one personal nature.

Brian often filled in as treasurer, if brother John was unable to attend meetings, presenting the financial figures and facts in a clear concise manner. His garden team was always well organised, with reminder phone calls and the fuel requirements on hand. Even in the last few months Brian was seen pushing a mower with one hand and his walking stick in the other. For many years Brian acted as our returning officer when a vote was required.

Over the years no task was beneath him setting a very high standard for the rest of us to follow. Many of our concreting jobs were finished by Brian using his own edger and wearing his knee pads to ease the load on his limbs. In later years Brian became our master painter, the work was always prepared well and coated with primer, under-





coat and finishing coats. His brushes were well cared for, cleaned and kept in almost as new condition. On the November running day he was ticket seller and on the following Wednesday he was at the grounds but not well. That was the last time he was at the grounds. While he rallied after his stay in hospital a lot of us were fortunate to have conversations with him and while there was the chance that he would visit the grounds in the New Year it was not to be.

Brian will be best remembered for the concern he showed for members and members of their families. Many of us have valued our quiet conversations with Brian. Compliments on something well done, a discussion on some Society matters and always very wise advice.

The Society will not be the same without Brian but he has set us a fine example to follow. At the Societies 65<sup>th</sup> Anniversary Dinner Brian was presented with a certificate recognising his valued contribution to the Society over its entire life and did us the honour of cutting the anniversary cake.

The Society was very well represented at Brian's service, a mark of the esteem in which he was held.  
Vale Brian.



then it must be right!

Jim L has arranged quotes for new clubhouse blinds and Simon has followed up and they were fitted late March. It's great to have working blinds again, they also look much better!

John L did some cleaning up around the elevated station including cleaning the gutters. Ray L enlisted taller Neal B to assist in cleaning out the blocked gutters on the shed. Lionel has filled some char buckets and delivered to the coal shed.

The toilet floors have been given an epoxy surface of Collier Green colour (a bit like LNER Apple Green!) They look very good indeed and they should look better for longer! Thanks for arranging this Simon!

A foul smell near the end of the station when investigated turned out to be a dead possum under the ground frame. Brian M fished it out and Warwick had the lovely task of transporting it down the ground and formally burying it! Things smelt much better then!

Nick and Warwick cleaned out the top shed and attempted to fill the wheelie bins. There is still a lot of stuff there, but it has been arranged more orderly and we can now see the bench! There is still opportunity to sort out the tool shelves!

### Loco News

As mentioned in the running day reports Max Gay has run the 3½" gauge C38 non streamlined loco that he has been completing. Started by the late Max Gay senior many years ago Max has completed the construction. The detail that Max has included in the completion of this locomotive is a testimony to his machining and fitting skills. The locomotive ran very well on its trial run, when it is at the grounds make sure you have a close look. Graham Tindale bought along some O gauge steam for show and tell. Barry Millner brought along his O Gauge House 38 class, while Graham Tindale had two Mamods of different quality and Andrew had a 'Mollyette' he is restoring. He has since made a new boiler which David has tested.

Andrew set up some O gauge track and ran Meshach, a Glyn Valley Tram which has been recently converted to gas firing with a ceramic burner. The audience was captivated!

Ray Lee had the A2 readied for a hydro test as well. John L had Nick's Blowfly parts on hand including a machined



Nick's Blowfly parts assisted by John Lyons compared to Andrew's "Mollyette" boiler.

smoke box. He was annealing the petticoat pipe which Nick then was being taught how to beat it to shape. David T also had a very neat water strainer made for his 620 class.

Ian Tomlinson and grandson had a good run with Maid of Kent, while Andrew brought Maisie along for a pre convention run. After fixing an axle pump problem, it ran quite well for quite some time, with Nick at the regulator for a lot of the time but I also saw David T having a go! Mick Murray had the Shay along as a test after fixing the slipped eccentric. It pulled 6 cars on the outer and all seems well!

John Tulloch had the K class along for a hydrostatic test, but a sticking regulator issue meant a steam test could not be done.

Graeme K is now the owner of a NSWGR H class 4-4-0. As mentioned earlier in this Newsletter Zac Lee is now the owner of 2-6-0 B10 and has got right in to passenger hauling. Ross has completed the Fowler rebuilding and had very successful load trials on the April running day.

### Members News

Harry Ball, a past member of SLSLS now living in Victoria and a member of SLSV, and his wife Bev came along to revisit an old haunt and to see how the Society had changed! They stayed most of the afternoon and had a very pleasant afternoon tea with us.

At the April meeting Rob Murphy was elected a full member of the Society, congratulations Rob!

Mick, David L and Neal had a Track Superintendent training session, and reports are that the conversations proved very valuable. They were at it for some hours! Mick has advised that another Track Super session will be held before this newsletter is published. For those willing to assist in this role, please discuss with Mick. This way we will be able to achieve consistency in direction amongst all our Track Supers.

John Lyons has advised seeing the death notice for Peter Bradley. He was 93. Peter joined the Society in 1978, but has been a country member near Merimbula for many, many years.

Our invaluable support for the February running day. From left: Gai, Joy, Emily, Margo, Dianne, and Liz with helper!



## Think of Africa! Greg Croudace

Each year, my wife and I travel to exotic countries, to expand our horizons, meet new people, taste the local cuisine and experience life as a local in that country. We usually take turns at selecting the destinations and as it was my wife Cheryl's turn, she chose the mighty continent of Africa, more specifically East Africa. When one thinks of Africa what images does it conjure up? Beautiful scenery, abundant wildlife, different cultures or all manner of creatures that only see you as tasty meal.....to some maybe! However to me, Africa was all these things and much, much more! The chance to witness first hand some spectacular steam powered machines and perhaps even some in working order was stirring up the excitement within me. With the itinerary chosen, I went about seeing what, if any preserved steam is either within easy distances of the places we were passing through or staying at.



After many months of planning the time to leave Australia came around. Flying via Dubai to Dar es Salam and some 23 hours later arriving in Stone town, Zanzibar. This is a quaint tropical island off the coast of Tanzania, bathed in sunlight and blessed with beautiful sandy

beaches and friendly locals. Tanzania (including Zanzibar) has a population of approximately 50 Million People crowded into 945,000 km<sup>2</sup>. We spent 5 glorious days in Zanzibar relaxing after the rigours of work, chilling out on all the seafood delights that one could imagine from a country that relies on the Sea for most of its lively hood.

We then flew to Mt Kilimanjaro and joined up with 10 other adventurous souls accompanied by 49 porters and guides to ascend by foot over 8 days to the "roof of Africa" and brave the icy -20°C conditions at 6,000m. The air pressure level at the summit is about 40% of that at



sea level making breathing very difficult, that combined with the low temps, slippery terrain and climbing at almost 45° makes for an interesting but difficult time. Woohoo pole...pole (slowly, slowly) we made it! As one person so succinctly put it, WHY? However no answer came the stern reply! Now we could relax a little bit and enjoy the scenery, as all the months of hard training had paid off handsomely.

The next destination was Nairobi, Kenya, or as most people would know of it as Nairobi! Safety is a big concern in Nairobi where terrorism, muggings and even car-





ful steam locomotive to operate on any metre gauge railway in the world. Thirty-four of these oil-fired locomotives were supplied to EAR in 1955-56 by Beyer, Peacock & Co. Ltd of Manchester. The locomotives had a 4-8-2+2-8-4 wheel arrangement, weighed 252 tons, and delivered a tractive effort of 83,350 lbf (370.76 KN). They were designed to haul 1,200 Ton trains and were the mainstay of freight services on the 330-mile run from Mombasa to Nairobi until the late 1970s. Most of the “modern” locomotives were either being built with

jackings are so common that the Police often do not even respond to the calls. Security at most places is so tight that all vehicles, people and baggage are carefully inspected for anything that could be used in terrorism. We arranged a car to pick us up from our hotel and the first port of call was the Nairobi Railway Museum. I dragged Cheryl along with me and after paying the princely sum of 100 KES (\$1.00) she quickly found shelter from the blistering heat while I excitedly explored the mighty machines.

The Museum was opened in 1971, and houses a growing collection of railway memorabilia and steam locomotives that operated in the region, namely Uganda, Tanganyika and Kenya. There are other strange relics from the history of the Lunatic Express on display in the museum and none stranger than a park bench mounted on the front of an engine above the cow catcher, from which passengers spotted wildlife as they passed through the countryside. Graced by famous buttocks including those of Winston Churchill and Edward VIII, the bench carries a discreet notice stating that the authorities will not be liable for personal injury (fatal or otherwise). NO WH&S to worry about in those days (or now come to think of it).

The various classes of locomotives hold pride of place in the outdoor collection ranging from a diminutive saddle-tank to the massive and mighty Beyer-Garratts. These are locomotives built from 1939 onwards by Beyer Peacock of Manchester and, the Vulcan Foundry and the East African Railways 59 Class Garratt was the largest, heaviest and most power-

or later modified to Giesel Oblong Ejectors, Dr. Giesel claimed that his ejector enabled a saving in coal of between 6 and 12%, although in practice the maximum saving was more like 8% and an increase in tractive effort of up to 20%.

Sheltered in an open-sided annexe to the Museum are a few carriages, including No. 12, built in 1899 in Britain and used as an Inspection car. It was in this carriage that a British Superintendent Charles Ryall was dragged and killed by a man-eating lion, 400km from Nairobi. The irony of this was that he had been chasing this lion for months as it had killed some 100 railway workers and on the night in question, Ryall lying in wait in a railway carriage, he dozed off with his rifle on his lap, only for the lion to climb on board the carriage and maul the



slumbering hunter to death whilst his assistants all ran off screaming.

However, as with most outdoor collections the weather has taken its toll on the paintwork and metal parts and what remains is either decaying slowly or has been removed from the engine. Sadly no cab fittings remain except for one engine 2301 that can be steamed when required and was also the star of the movie about Karen Blixen called "Out of Africa". One doubts if boiler inspections are ever carried out.



After several spectacular days in Nairobi, visiting such places as Nairobi National park, Karen Blixen's museum, various animal orphanages, Kibera settlements and the Carnivore restaurant where all sorts of game meat is served, we headed back by road this time into Dar es Salam, Tanzania where I pleaded with our driver to allow me 5 minutes at the Tanzanian Railway Corp to see North British-built No.2927, 2-8-2. The loco is kept for use on special trains and is used for shunting in the station at other times. Unfortunately, it was under repair at the time of my visit. The 4 other locos were buried deep within the bowels of the shed and time did not permit me to try and locate them. Again, although it was an operational loco it was in rather poor condition.

We then travelled via ferry across to Zanzibar again and stayed this time in Stone Town. This city was host to one of the world's last open slave markets, presided over by Arab trad-

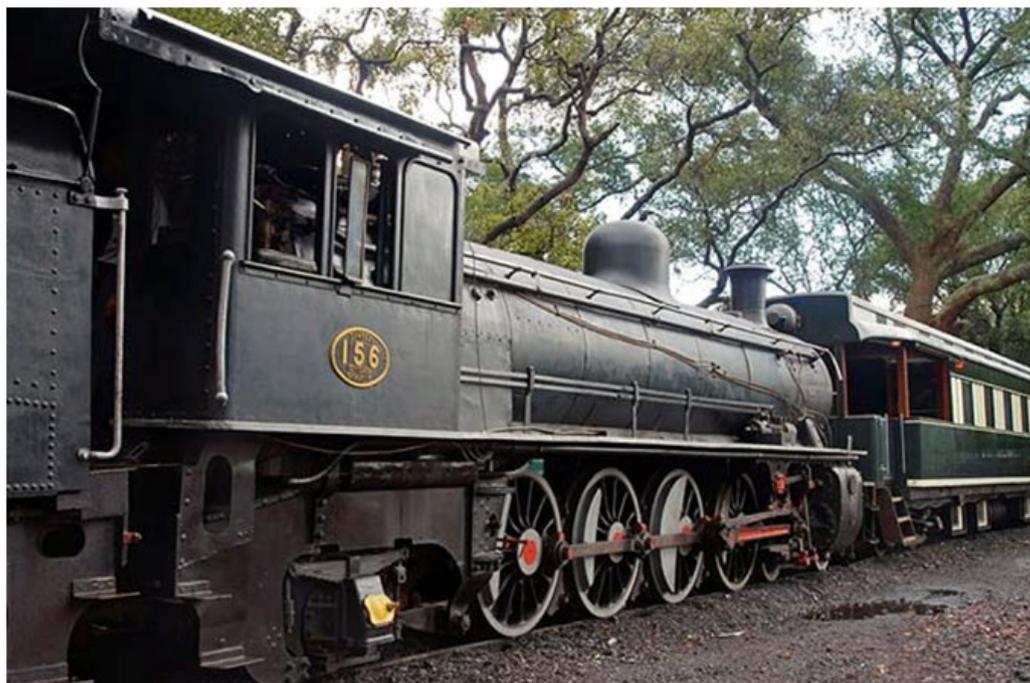
ers until it was shut down by the British in 1873. The slaves were shipped there in dhows from the mainland, crammed so tightly that many fell ill and died or were thrown overboard. Below St Monica's guesthouse, dozens of slaves, and women and children, were imprisoned for days in crowded cellars with little air and no food or toilets. Even after two minutes down there, under the low roof, the atmosphere seemed poisonously oppressive.

Back again to the mainland by ferry and rejoining our vehicles we begin trekking through the Serengeti plains and Ngorongoro crater, where carnivores rule and massive herds of animals such as the wilder beast and zebra are amazing to

witness first hand. Colourful indigenous peoples such as the Masai and their infamous blood eating habits abound, not to mention the beautiful scenery all vying for your attention.

The animal life is so prolific that encounters with savage beasts are to be expected. You can get up close and personal to lions, cheetahs, rhinos, elephants and baboons all in the relative safety of your jeep, however if the truth be known any animal could easily jump into the cabin of these open sided vehicles.

We left the spectacular Serengeti plains and started heading south towards Malawi with the inevitable harrowing border crossings, these usually mean large crowds of trucks, cars, bikes and people all trying to get through the bureaucratic nightmare of Visas and parting with hard earned cash (\$US) just to get across an imaginary line drawn in the sand, not to mention the chaotic scenes of money exchange to kwacha all the while trying to ensure you do not get ripped off, mugged or pickpocketed, not to mention the beggars, chil-





the world. A visit to Kafue NP is a must, to experience once again the wonders and true majesty of God's creation and a short stopover for sustenance in Livingstone sees the operational Royal Livingstone Express 4-8-2 locomotives 156 and 204 (p13). These locos are in excellent condition and are obviously maintained well for the tourist trade when demand requires.

Onward we trek in our mighty 4 wheel drive "Bruck", neither truck nor bus equipped with everything the intrepid traveller could possibly require towards Zimbabwe and you guessed it another border crossing. The advice this time is do not even look at the guards and officials, speak only when spoken too and answer only with a simple yes or no. The currency is \$US with the Zimbabwe dollar so inflated that it reached a 100 Trillion Dollar note before the US dollar became the unofficial currency. I bought a whole set of Zimbabwe dollar notes

dren selling useless trinkets and touts! You sure have to keep your wits about you. Thank goodness all the ATMs have English options.

Malawi is one of the poorest nations on earth; the country is separated from Tanzania and Mozambique by Lake Malawi and is 118,000 km<sup>2</sup> and an estimated population of 17 Million call it home. The country is also nicknamed "The Warm Heart of Africa" and they sure are friendly, so friendly in fact wherever we went we ended up dancing and singing with the locals and having a great time interacting with them. I wanted to swim in the lake however, there is a parasite you can catch from the shallow, reed areas near the water's edge, making it a no go zone for us. Conversing with the locals is never a problem as English is taught in all the schools in East Africa.

from 100 Trillion down to 10 Million for \$US5.00. The game reserves in Zimbabwe are equally spectacular and especially when your guide is Steve Irwin's brother (from a different mother). He was so passionate about the country, the bushmen and their culture, the wildlife and Cecil Rhodes's legacy (of the Rhodes Scholarship fame). Driving around Hwange NP he would often screech to a halt and jump out to pick up some dung from some animal to taste and smell it to see if it was fresh and what created it. Snakes were often pointed out and on one occasion a snouted cobra was stopped from its slithering to flare its hood for the tourists to photograph. We ventured to within 1 metre on one occasion of a herd of 6 rhinoceros on foot, our fearless guide mentioned in passing know where your nearest tree is if one bull starts charging you get up the tree as quickly as you can! Cheryl's response

Very few engines remain in Malawi and the two that I am aware of are in very poor condition as shown in the photograph. This D class 4-8-0 loco (p13) is on display at Kanengo in northern Lilongwe, sadly neglected and cannibalised.

Continuing to trek south crossing the border AGAIN, this time into Zambia, more money changes hands and now we use Zambian kwacha as the currency. Zambia has a population of 15 Million people in a Land area of 740,724 km<sup>2</sup>. About 30 % of Zambia is reserved for wildlife. There are 20 national parks and 34 game management areas in the country. South Luangwa, Kafue and Lower Zambezi rank among the finest game parks in



was I cannot climb a tree and he retorted you will when you see a 2 tonne rino heading straight for you! Amazing what adrenaline can do!

A stop in Bulawayo, the second largest city in Zimbabwe sees us this time at another railway museum. What a pleasant surprise this was! Plenty of locos, 95 locos ranging from Garratts to saddle tank engines and carriages to keep you occupied for hours, showcasing the evolution of Zimbabwe Railways. And then there are the carriages built for Cecil John Rhodes, all the luxury and stunning woodwork with Kipling's Eulogy taking pride of place. Silverware, porcelain are all on open display. Apparently these carriages were utilised to transport Rhode's remains from Cape Town to Bulawayo. And then there are the table settings used on Queen Elizabeth's visit. There was an idea in the minds of the railway historic society that a small steam locomotive be established in a running shed on the museum grounds so that trains from yesteryear can be run during special times of celebration or events. Sadly, this was never to materialise.

It is unfortunate though that there are a number of things missing including the old Rhodesian notes, medals and cups and much of the Royal utensils and cutlery. Some furniture is broken. It seems also that breaches in the fence have allowed people access to the carriages at night, and one old carriage was burnt down. Most of the carriages are in urgent need of repair, re-painting/varnishing and mopping. Of special note was a small petrol powered loco used to clear land mines from the tracks. Once again Cheryl was dragged along, she was glad to find quiet respite from the oppressive heat and hustle of the crowds in this little hidden Gem.

The final destination in Zimbabwe was Victoria Falls and it is one of the Seven Natural Wonders of the World and the major waterfall on the Zambezi River in Africa. It is famous for being the largest waterfall in the world, in the wet season. The African people who live around the falls call it Mosi-oa-Tunya which means "smoke that thunders". The water makes a roaring noise as it falls over the cliff and down into the Zambezi River below. A cloud of water vapour is always seen around the falls and covers any visitor game enough to wander along the paths opposite to gain a spectacular view of the torrent of water flowing incessantly. When in Vic Falls the obligatory things to do for the foolhardy (me) is a swim in Devils Pools at the very top edge of the falls, one swims to within a metre of the edge and it certainly gets the pulse racing. Followed quickly by a bungy jump or two and white water rafting on the crocodile infested Zambezi river and the helicopter joy flight around the falls area and to relax after all that adventure eat game meat



such as antelope and warthog at the Boma restaurant sipping Champagne.

Now we had that out of the way I wanted to check out the operational Garratt 512, it takes tourists via train across the bridge into the Zambian side of Vic Falls. I asked the concierge at the Kingdom Hotel where we were staying where it was located and he drew a mud map to its hiding place. I raced up to the location to see this magnificent machine sitting on a siding with mountains of coal around it, presumably to hide its location. I was surprised to see the crew sitting chatting on the footplate. They invited me up to join them and after I explained to them of my involvement with prototypical steam in Australia they invited me to assist them in prepping the engine for its next run. I guess they were happy to have someone to do all their dirty work like clean the ashpan and smokebox, fill the boiler with water and get the fire started, oiling around and raising steam in just 4 hours, something that would never be done in preservation here in Australia. The biggest surprise to me was this leviathan was hand fired, any wonder they had two firemen in the running days of steam in Zimbabwe. After staying with them to do the shunting I sadly bade them farewell and thanked them for allowing me to get down and get dirty....very dirty!

Leaving Zimbabwe we headed further south through Botswana, Namibia ending up in Cape Town South Africa. A stopover in Dubai on the way home completed the trip. I was totally gobsmacked at how amazing Dubai is! The stark contrast from the Poorest African Nations to this decadent display of wealth was overwhelming. We stayed at the Jebel Ali resort which is in the middle of nowhere but it didn't stop us doing anything. We went snow skiing in the emirates mall, wild wadi, went to the desert in a 4x4, took a helicopter to see the sights, and also had afternoon tea at the Burj al Arab (the world's only 7 star hotel). Climbed to the top of Burj Khalifa (the world's highest tower). The people are so friendly and would bend over backwards for you. All in all a totally unforgettable trip to an amazing continent.



The crew who delivered us a successful February running day:

Back Row from left: Lionel Pascoe, Neal Bates, Andrew Allison, Peter Dunn (back) David Thomas (front) Ross Bishop, Stephen Border, Bernard Courtenay, Martin Yule, Peter Wagner, John Lyons, Warwick Allison, Mark Gibbons, Barry Millner.

Second Row: Ray Lee, Ian Tomlinson, Graeme Kirkby (kneeling), Zac Lee, Nick Kane, Simon Collier, Garry Buttel, Geoff Olsen, Tony Eyre, Martin Dewhurst.

Middle Front: (kneeling) Arthur Hurst, John Tulloch, John Hurst (standing behind John T), Max Gay. Photo Gai McCoy.

Below: Graeme Kirkby's H class leading Warwick's CC79 during the club visit to Sue and Brian Carters'.



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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

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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.*