

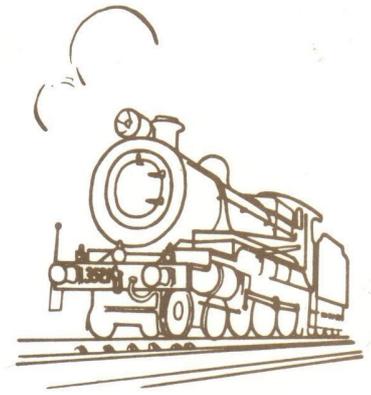
Sydney Live Steam Locomotive Society

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

'Newsletter'

Volume 43. No. 2.

May 2015



David Thomas and the 50 year old S class has finally made it into steam! See page 8 for the full story!

February Running Day.

The day did not look very good early in the morning as it was cloudy and dull. There was rain about the Sydney area and we had a steady shower of rain at lunch time but we were lucky that it cleared by the time we were to start running. Things got a bit brighter as the afternoon went on and there was even some sun shine, in all, a pleasant afternoon for our activities. Setting up in the morning was looked after by Mark, Vic, Graeme K and Lionel. Barry M arrived later than usual and was at work very quickly. Barry mentioned that there was very heavy rain on his way to the grounds so we were lucky with what rain we had. Simon spent some time tending to the ticket office garden, this feature adds a touch of colour to the grounds and always looks good. Warwick and myself

made a few adjustments to the new elevated level crossing gates ready for their first public running day. John and Arthur had put in a big effort on the Friday before this running day unloading two new, big, bags of char. It was to be much too expensive to organise a truck with unloading facilities so they tackled it the old fashioned way, manually!

There were a couple of big party groups and some made the effort to set up before hand taking the opportunity to snare the best possible position for their afternoon's celebration.

Our elevated track operation for this running day was not quite up to our usual standard. With John H involved with steam things in another place we were without 2-8-0 "Nigel Gresley". Garry B set out to run C3858 on two



Guard Geoff and Train Controller Barry supervise Mick shunting the Shay and its train on the February running day.

cars. The C36 now has a black roof and steps. No sooner had we started and the 36 had trouble with the front bogie leading wheels riding off the track. This was so consistent that after a couple of laps the locomotive was returned to loco. Simon coupled his 0-6-0 "Simplex" to one car and had Nick riding on the guards van. Before long a problem with a clack valve saw this loco back in the depot but after a short time the problem was solved and the train was back on the main line. Zac Lee ran one car with the 2-6-0 B10 till he had a water feed problem and retired. Arthur arrived and rescued the situation. With the heritage 2-8-2 unloaded and soon in steam, Arthur coupled up to five cars and with Greg C, guard, got to work. There was a

problem with the guards van which was changed and things ran well for the rest of the afternoon. Garry spent some time with the C36 to see where some clearance could be sorted out and at the conclusion of the day rolled the loco onto the top curve for some more investigation. The elevated station was looked after by young David, Brad and myself.

David is becoming very competent operating the lever frame. The problem with the guards van that Greg experienced was due to inadequate lubrication on the bogie pivot pin restricting its free movement. Arthur and his train were last off the track at about 5.00pm.

On the outer ground level Mick ran the three truck Shay hauling the blue car set with Geoff as guard. The Shay was returning to service following attention to the valves and the valve gear. All ran well till water feed problems led to an early retirement. The other outer track train was double headed by Ray Lee, 4-6-0 C3506, and, Graeme K, 4-6-2 2401 as train engine on the central west set. Martin Y was guard on this train. This locomotive combination ran very well all afternoon. The station was looked after by Peter D, Paul B, Max and Bernie during the afternoon.

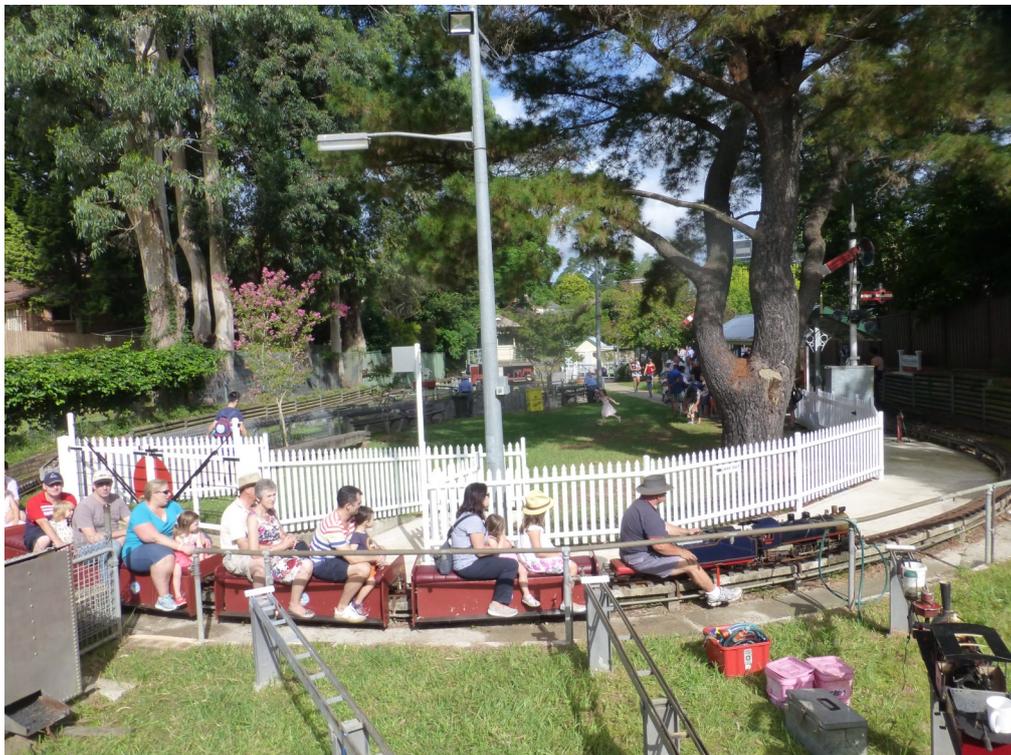
On the inner main we had two of the larger scale locomotives. Ross B hauled the green car set with 0-6-2 Fowler "Toneya". The 0-6-2 ran as reliably as it usually does and Tony Eyre was guard on this train. There was an incident when a bogie pin came out of one of the bogies, most unusual! The second train was hauled by Warwick's WAGR V1224 2-8-2. Warwick drove the locomotive at the start of the afternoon and David T was guard. Before long Warwick and David changed places and a little later Bernie took on the guard duties and that released Warwick to get about and take some photos to capture the action of the afternoon.

The signal box was operated by Martin D and Barry M, Ian T looked after the inner station and Mark G kept an overall eye on our operations as Track Superintendent. Paul Taffa was on the gate and was very busy from opening time till well after 2.00pm. The canteen was busy all afternoon and we thank Liz, Diane, Joy, Lee, Gai and Margo. Ticket selling was carried out by Peter W with

More February scenes with, left, Ray Lee and 3506 leading Graeme Kirkby and 2401 on the outer main and, right, David Thomas and V 1224 on the inner main.



some help from Margo. The tally for the day was 2149 rides, this was not a record for February but about 500 above the average for the month. This was very good considering the threatening weather around the place and the disruptive service on the elevated. Steve B and his family were there for a family gathering, the twins were given a good tour of the grounds. It was good to see Max back at the grounds having recovered from joint replacement. Gai did well to assist in the canteen as she is also making a good recovery from a knee replacement. It was a good effort from everyone who worked to make the afternoon a success. At the conclusion of the running Gai organised a group photo, it was about 12 months since our last one!



Arthur and the Heritage 2-8-2 passes the new level crossing as the train pulls into the elevated unloading platform on the February running day.

March Running Day.

We made an early start today to cater for the North Ryde Childcare group so things had to be ready for a 12.30pm start. The idea was that we could support this local group without having to put on a special day for them. The weather was cool and cloudy, there was some drizzle that tried to turn into rain but fortunately did not at the grounds. There were some heavy showers in other places around the suburbs. There was even some sunshine late in the day. There was plenty to do getting set up and we had Barry M, John and Arthur H, Jim L and Vic. Mark G was working on the points to ensure smooth operation during the afternoon before leaving at lunch time. Special attention was needed for 6 points to relieve some stickiness in its operation. I did my walk around the elevated track checking for overhanging vegetation and trackside clearance. There was quite a lot to trim and remove.

John Noller was gate keeper for this day, he opened the gate for a 12.30pm start to let in the early visitors and then shut the gate till our normal opening time of 1.30pm.

At morning tea time we watched a video courtesy of Barry M of high speed UK steam running and also had a look at the restoration work Warwick has completed on the cab of the C36 class locomotive he had acquired from the Peter Bradley estate. Lunch was earlier than usual and then preparations were made for the afternoon's running. Paul Taffa had his Hunslet in steam very early and coupled up two cars and a brake van to have a trial run after the completion of some work on the locomotive. The trial was successful and Paul carried passengers for the rest of the af-

ternoon. I steamed Z1915 and had a run light engine to see that the work on the water feed was operating as it should. All was well and after a couple of laps David J did the driving into the loop while I operated the lever frame. The fire was dropped and the loco prepared for transport home. I spent the bulk of the afternoon as guard for Paul's train. John and Arthur hauled a seven car train with the heritage 2-8-2 Mikado in the lead and 2-8-0 "Nigel Gresley" as train engine. Their train performed very well all afternoon. The sound of the two locomotives lifting their load up the bank was very spectacular, especially, with some of the heavier loadings. Nick was guard for this train. David T steamed his SAR S class 4-4-0 and gave it a brief run on the elevated. John and Arthur tried the new Bacchus Marsh char, it burnt well producing plenty of heat but they both found that the fire had to be raked well as it formed a clinker and this had to

Stroller parking during March!





Paul Taffa and Hunslet and John Lyons as guard with some impressive flowering trees on the March running day.

be prevented.

On the outer main Ross was out first with 0-6-2 "Toneya" and looked after the early visitors with Tony E acting as guard. Starting off early on the inner main was firstly, Warwick's WAGR V1224 with Andrew at the regulator. Martin Y was guard. Second train on the inner was hauled by Mick with the Shay and Geoff as guard. At one stage the Shay had some problems steaming and was run into the inner siding. Mick found that a damper had accidentally closed and once opened again the drafting and steaming were back to normal.

We eventually had the fourth train on the ground level with 4-8-2 "Green Machine" 3901 under the management of Jim and Dom Mulholland alternating between

John and Arthur Hurst with Nigel Gresley and the heritage 2-8-2 on the elevated pass as Andrew departs the inner main platform with a light load.



driving an guard duties. Ian T looked after the inner station and Peter D was on the outer station. Ray L was a relief guard 'till he had an early departure.

There were a number of derailments on the ground level this afternoon most likely due to passengers leaning out. There were many first time visitors this afternoon and that was the probable cause. One incident caused a coupling to pull out. A replacement coupling could not be located immediately so the car was removed from the track and stabled in the space between the two tracks at the bottom of the grounds. Later David T made a replacement coupling bar and the car was put back into its train.

Peter W was the ticket seller with Margo relieving ticket seller, in all there were at least 2545 rides but that figure did not include the pre-sold tickets for the child care group. This figure was about 600 above the March average but well below the March record. Kept busy all afternoon were the canteen ladies, Elizabeth, Diane, Joy and Margo. Emily actually had to dispense some first-aid to three children, one being for a cinder problem.

The signal box was operated by Barry M and Warwick. While in the signal box Warwick was interviewed by Jason, a representative from local community radio 2RDJ-FM and 2HHH-FM. Some people on the grounds were also interviewed. We were to be informed when the interview would go to air. With such a big day we had just enough members to run everything, many thanks to everyone who put in such a big effort to make the day a success. When I had the chance to organise afternoon tea for the elevated workers I could not help noticing the corralling of, I think, 15 strollers in the corner formed by the overhead bridge and the inner level crossing gates. After all, I suppose, it was to be expected with a child care group on the grounds.

April Running Day.

This running day was at the end of the school holidays and so we could have expected a good crowd if the weather was good. The forecast was for rain late in the day and we were very lucky how the day turned out. We had very warm temperatures for the time of the year and the threatened rain did not eventuate till after sun down but we could see the clouds starting to build in the western skies. There were four parties booked in and set up before starting time. There were some other groups that

organised themselves after our gates opened. Ian Tomlinson was on the gate and was very busy for the first forty minutes or so. I am often amazed at the lengths our visitors go to in order to have their parties, things have gone well beyond a picnic blanket on the ground and a basket of goodies!

The usual preparation was carried out by the early arrivals, Barry M, Vic, Arthur and Graeme. When I ar-



Arthur & the heritage 2-8-2 leads Brian Carter and Perseverance during the April running day.

rived I went around the perimeter of the elevated clearing the overhanging vegetation to remove the temptation for young and sometimes old hands to reach out and grab something. Graeme K was busy with the blower clearing the leaves, with autumn in full swing there were plenty to clear. Mark was busy attending to the point mechanisms. A sticking micro-switch was the problem on 6 points. This was unfortunate as it was one of the better ones we had fitted to avoid the problem. A bit of exercise for the switch had it behaving well.

Peter Shiels was visiting and at morning tea we enjoyed a slice or two of the great Shiels fruit cake, thank you Peter! We saw some of Max Gay's work, the compound pump, that will be fitted to the 3½" 38 class locomotive he is finishing. Ross B has a traction engine project underway and we saw some of the gear wheels.

The casting for the large gears could not be used. Jim Mulholland sourced a suitable piece of SG iron and did the initial machining, or sculpturing, to produce the gear blank. Ross arranged the gear cutting, the large gear was hobbled while the small one was planed, absolutely exquisite work.

David T carried out a steam test on Peter Sayer's B1 4-6-0 in the elevated locomotive depot. Warwick introduced Evan, a prospective member, a member of the Quirindi club and has moved to Sydney.

On the inner ground level the Allison WAGR V1224 was running with the Pullman set. Andrew drove for most of the afternoon with Warwick as guard. When Andrew had to leave Warwick took over the driving with Rob Murphy on the guards van. The second inner train was run by Ross with 0-6-2 Fowler "Toneya" coupled to the green set with Tony E as guard. As a change from last month both trains ran well all afternoon without incident. The inner platform was attended to by Carol Leggett as SM assisted by Wayne Fletcher, they made a good team!

Mick steamed the Wolgan Valley Shay and ran on the outer main hauling the blue car

Diary.

2 June	Annual General Meeting.
6 June	Presidents Breakfast
6-8 June	Hot Pot Run Illawarra Live Steamers (Entry 3 cans of soup)
9 June	Annual General Meeting
20 June	Public Running Day
7 July	Directors Meeting
8 July	West Ryde Guided Walks
18 July	Public Running Day
4 August	Members Meeting
6-9 August	Track n Tent QSMEE
15 August	Public Running Day & Next Newsletter

Other Diary Dates for the 2015 have been set as follows:

11 October (Sunday) Family Day
 31 October / 1 November. Small Gauge Day/Weekend
 5 December Christmas Party (includes West Ryde Neighbour Centre for lunch.)

NB: Check AME for a full listing of events of other clubs.

Zac Lee and the B10 with a young load of passengers during the April running day.





Three trains pass – a regular scene on our running days! Mick’s Shay on the Outer passes Ross Bishop and Toneya on the Inner and Andrew with V1224 in the platform. Track Super David Thomas (right) discusses live steam with a visitor. April 2015.

set with Geoff on the guards van. They had a couple of minor derailments but apart from that they had a good run all afternoon. The second outer train was powered by Graeme K’s 2401 pacific 4-6-2 with Steven B as guard. This train was a bit difficult for the locomotive and after dropping off two cars things ran much better for the rest of the afternoon. Even with the reduced capacity Graeme needed all his driving skills and made a great effort to keep things running. The sound of the locomotive barking up the grade, echoing off the fences, was very impressive. Peter D attended to the station and Jim M was noted sanding the tracks and later re-filling the sander.

On the elevated Max ran his 3½” gauge C38 with one car for the bulk of the afternoon. This was rather special as it is probably twenty years or so since passengers have been carried behind a locomotive less than 5”gauge. Another single car train was run by Zac Lee with the B10 2-6-0, he enjoyed a good run through the afternoon and was last off the track at about 5.00pm.

We had a new locomotive pairing for our long train today. Arthur H coupled the heritage Mikado in front of Brian

Graeme Kirkby, 2401 on the outer pass Max Gay and his 3½”gauge 38 class with train on the elevated.



Carter’s 0-4-0 “Perseverance” running train engine. Arthur ran the 2-8-2 with seven cars before lunch to check that all was well with the re-bushing he had done for the connecting and coupling rods on the locomotive. I acted as guard on this train of seven cars. Almost as soon as we were underway we experienced a problem with one of the cars. When this happened a second time we took the car out of the consist and continued for the rest of the afternoon without any problem. We do find these days that we sometimes have very heavy loads with more adults than children. The two locomotives worked well together and certainly sounded good as they lifted the load up the grade. The last train load was at about 4.50pm and after such a big effort it was great to get everything packed away.

Barry M managed the signal box with Martin D and Mark. As mentioned earlier Ian T was on the gate and was given some assistance by Martin Y and Gai early in the afternoon. The canteen team worked hard with Elizabeth, Joy, Kim and Gai even given some assistance by Emily, who, fortunately had no first-aid to dispense.

There was such a demand that Elizabeth had to go out for extra supplies. Tickets were sold by Peter Sayers with some assistance from Martin Y and later Alan Mackellar. The final count was 2857 rides and this could be the best April day ever. It is no wonder that the queues were so long all afternoon. David T was track Superintendent and kept a good watch on the overall operation. David even saw that all workers had their afternoon teas.

A very big effort from all members involved.

March Members Day.

Just for a change we had good weather for one of our member’s day. While things looked a bit grim at lunch time there was no rain and the afternoon was clear and bright. John Hurst had cut the grass on the previous Tuesday so the grounds were in very good condition. Ray Lee had the cylinders for his new C32 class showing the work he has done so far with some typically Ray tricks to make it easy to assemble and maintain.

Brian M had the Planet and Sydney Steam Tram down for a run on the inner main. David J seemed to do most of the driving! Simon had Simplex on the elevated fitted with his new whistle vertically mounted in front of the cab and reaching for the skies!

Vic S had the 3½ inch gauge Climax for a run on the elevated and this loco ran quite well. Ian Tomlinson and grandson ran the Maid of Kent 4-4-0 on the outer main, while Graeme Kirkby ran the 17 class and a short goods train, with a variety of drivers. Martin D did some operation of the signal box.

Later David T ran the SAR S class after some modifications during the week. It seems to go Ok, and the list of work is getting less. There was a staged photo shoot

Duty Roster.

June. W.Allison, N.Amy, S.Collier, G.Buttel, B.Millner, Scott Murray, V.Sciicluna, G.Tindale, P.Brotchie, J.Sanders.
July. D.Thomas, B.Courtenay, G.Croudace, S.Larkin, L.Pascoe, S.Sorensen, D.Lee, N.Bates, R.Murphy, B.Wilkinson.
August J.Hurst, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, M.Yule, R.Bishop, J.Abate.
September. A.Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffa, J.Tulloch, Zac Lee, M. Dewhurst.

Gate Roster.

June: John Tulloch. July: Peter Wagner. August: Martin Yule.

MARCH MEMBERS DAY SCENES



Left: Andrew and 411 on the elevated.

Right: David Judex and Greame's H class,

Below left: David with the S on the ground.

Below right: Brian M cooking up a storm assisted by Barry. Vic and his Climax leading Simon and Simplex .



of the S and 17 together on the goods. Now there was a situation that could never have been on the prototype! Back on the elevated Andrew and Warwick ran the 13 class after some mechanical work. It ran reasonably well and it seems to suit the elevated track. It also had a short

Continued Page 12.



Editorial

It has been announced that the Powerhouse Museum site will be sold off for development and the proceeds be put towards the relocation of the museum. One of my former teaching colleagues with a little inside knowledge said that this was considered an opportunity not to be missed to create a purpose built structure for the museum to take it into the future. If this happens it would be nice to think that some of the past industrial elements of the current site may be incorporated into anything new. As mentioned earlier there is an open day at Australian Technology Park, the old Eveleigh Railway Workshops. There are still things to see there, especially the blacksmiths shop which is still a working establishment. It may be time to see what is there now before that too gets re-developed.

I sometimes think that someone has already put a price on all the old buildings along the eastern side of Macquarie St. Government House, the Conservatorium, Mitchell Library, State Library, Parliament House, Sydney Hospital, the Mint, Hyde Park Barracks and just around the corner the old Registrar General's building.

Let's hope they all stay as they are.

John Lyons

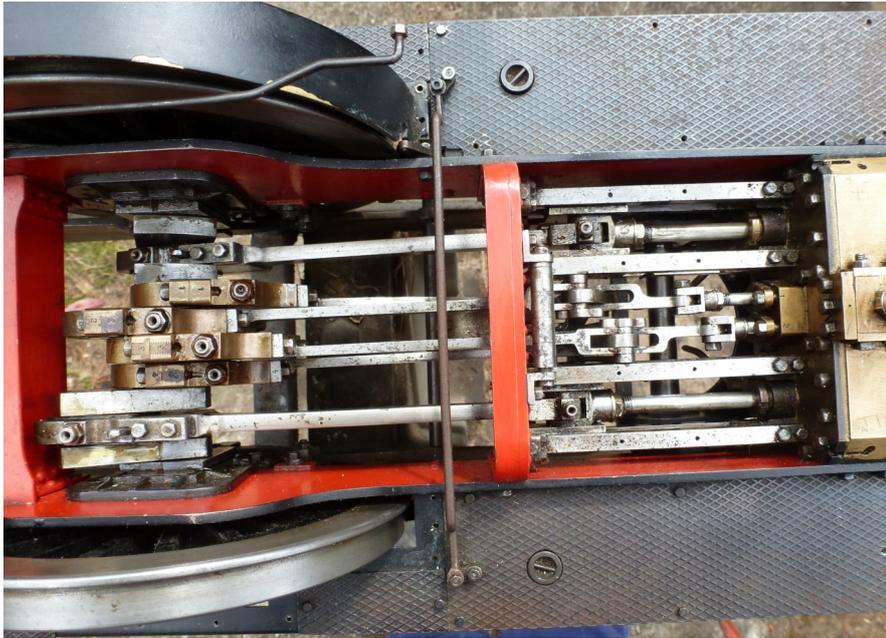
SLOW TRAIN COMING

David Thomas

In the early 1960s miniature locomotive builder Claude Miller began construction of a 5" gauge South Australian Railways (SAR) S Class locomotive, Number S-135. Claude was an experienced builder, having previously made a beautiful 3.5" gauge SAR 600 Class. By the late 1970s the S Class was largely finished and work had begun on a bogie tender. Unfortunately Claude died before completion of the loco.

with two cars being the normal maximum load unassisted. At the end of their working lives it was intended that one S Class be retained, to be placed on a plinth in a park, but this was prevented when an Rx Class was substituted. Consequently by 1961 all S Class were scrapped, leaving a driving wheel at Port Dock Museum as one of the rare relics of the class.

On purchase of Claude's miniature S Class by the author, a start was made on the small number of items thought needed for completion. However it soon became apparent that every boiler fitting leaked (after 45+ years of inactivity) and a number of other items needed attention. Access



Inside the 'works'. A bit hard to even get a feeler gauge in there!

to the fittings required removing the boiler from the frame so that the smokebox could be removed. Subsequently it was decided to also remove unneeded pipes and associated gear for the originally intended working steam pump, steam brake and hydrostatic lubricator; and modify the cab which had components fitted like a Chinese puzzle in addition to numerous screws placed in difficult-to-access locations.

Additional work included: modification of the running boards, cab footplate, smokebox interior, remake of one cab side and part of the roof, replacement of oversized bolts (which were represented by BA, ME & Whitworth threads, in every intermediate size possible), installation of a mechanical lubricator (difficult when all the space between the frames was taken by con rods and valve gear), manufacture of a dummy air compressor, toolbox, working safety valve internals and grate. The Rosebud grate

Claude's family sold the loco and partial tender to a businessman who later had financial problems and sold it to an antique dealer in Sydney. The late Barry Tulloch discovered this and Claude's 600 Class, and gave me a gentle prod, saying: "all the S needs is a grate, safety valves and lubricator, (not to mention a tender) and it's a goer!" Famous last words!

was made from 5 mm thick mild steel with 84 x 1/8" diameter holes, representing c.20% of the total grate area.

Owing to work and family commitments I had the tender

S-135 on shed with 509 at Railway Park, 2 April 2015.

The SAR S Class was the last of Australia's "High Flier" 4-4-0 passenger locos. They were introduced in three batches from 1894 to 1904, being mainly intended for fast running on the flatter sections of the SAR broad gauge system. Ultimately they were used on express passenger trains including the Melbourne and Broken Hill Expresses, as well as local passenger trains, goods trains and later on shunting duty, the latter being a job they were not well suited to because of their large driving wheels (6' - 6", the largest of any in Australia). They were also limited in pulling up the steep grades to Mt Lofty,



made by Barry Potter. This was to be made based on copies of original design drawings plus a photograph of the tender in the era to be modelled. I am thankful to Bob Yule in Adelaide for providing drawings. The photographs came from Port Dock Museum archives. Unfortunately some additional vital information was received just before the tender was completed, requiring me to make alterations to the otherwise finished work.



The loco had its first successful run on 27.12.2014. At the time only two other club members were present, and each wanted to drive! They had trouble believing they were participating in the first run of a 50 year old engine!

As had been suggested by Warwick, the early runs of a new loco often cause the most concentrated work in the construction phase, when the teething troubles are discovered. This was the case, but each run proved they were being whittled away. However driving such a small loco successfully needed a steep learning curve by the owner, as it was possible to go from full boiler pressure to insignificant in 30 seconds flat! In addition, the large driving wheels meant that any slight increase in grade seemed magnified. By the time we reached the 2015 Penfield convention in Adelaide, both engine and driver were doing much better.

The loco was well received at the convention by those who knew Claude or who were interested in the now extinct S Class. After a short run at the pre-convention run at Railway Park, Prospect, the S was taken to their excellent miniature loco depot for photographs in its "natural habitat". Photos were taken on the turntable, next to the coal stage and in the roundhouse. It was joined by John Mere's fine 500 Class loco and my 620 Class tender. I guessed a couple of people might want to take photos but was surprised to see a line up of almost a dozen photographers or observers!

At Penfield the S performed well on the well-maintained dual-gauge track, aided by the large track radii for 7.25" locos. However during track maintenance some very fine dusty ballast had been deposited in a few locations, and as the S's cylinder drains pointed down and were close to the ground, a fine deposit soon covered the engine, making it look as though it had been working in the outback mallee coun-

This could be Mile End!

try for many months! The resulting "weathering" was more extreme than on Graeme Kirkby's carefully "hand-weathered" D-50 Class.

It was rewarding to come across Karl Hempel, a member of the Penfield club, who had worked as a fireman on the S Class when he was a teenager. Karl was able to tell me about some facets of working and previously unknown details about the full sized locos. This resulted in my decision to make some minor alterations (including changing to its guillotine-style firehole door, similar to the SAR T Class) on my return to Sydney.

So once again the S is in pieces. Hopefully this time only briefly. 50 years is already too long to take to make a loco!

509, built by Maurie Turner and now owned by John Mere poses in front of Bob Brown's Overland cars at Railway Park. The carriages are destined for the National Railway Museum.



PENFIELD CONVENTION SCENES



This model of a unique German prototype 19-1001 by Graham Driscoll won the Warner Trophy.



Above Left: Zac driving Allan Wallace's 5 inch gauge Black 5, with Allan supervising! Above Right; Graeme Kirkby and the H class observe Allan Wallace's 7 1/4" gauge Black 5 passing. This won the Most Popular Trophy.

Below: Some will be interested in the signalling equipment boxes and point motors.





Bob Smith's 700 class won the Bolton Trophy (at last!) This loco is well over 25 years old! You can read about its build in AME No. 21 (1989). A lovely job.

2015 Convention

SLSLS was represented by Warwick & Wendy (411), David T (S Class), Graeme Kirkby and Gai (H class), Zac Lee and the Carters (Tram). The Penfield track layout has been substantially simplified and improved with some new point work and T rail track. The signalling has been upgraded with driver operated air operated points, track circuits and the correct prototypical speed signalling indications, all the work of Karl Hempel and his team, ex Mile End workshops. They are done absolutely prototypically and were totally reliable over the weekend, including no derailments at all due to moving points under trains. An impressive achievement. The meals were excellent. The meetings were essentially uneventful, with the boiler operators certificate being voted down, however the AALS Directors have agreed to boiler operation training being included in the Training Code. This would be presented next year for adoption. Barry Glover has been elected AMBSC Chairman and the Secretary position is now vacant.

The safety meeting was quick (10 minutes) but issued of drivers and guards using mobile phones on moving trains will result in some proposed amendments to the Code for next year.

Before the convention there were runs at Roseworthy and Railway Park, both very pleasant events and afterwards at SASMEE, also a very pleasant day. There are quite a number of awards these days, so for the Trophy winners see the AALS website.

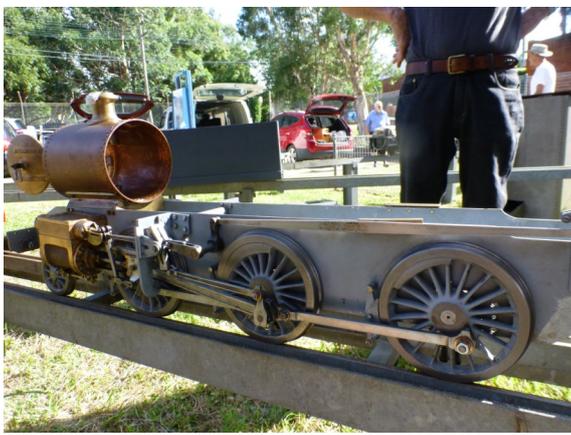
Next year the convention is at Cobden. There is less accommodation down there so book early!



Above: An Rx on the garden railway. This one was electric.

Below: The scene in the steaming bay.



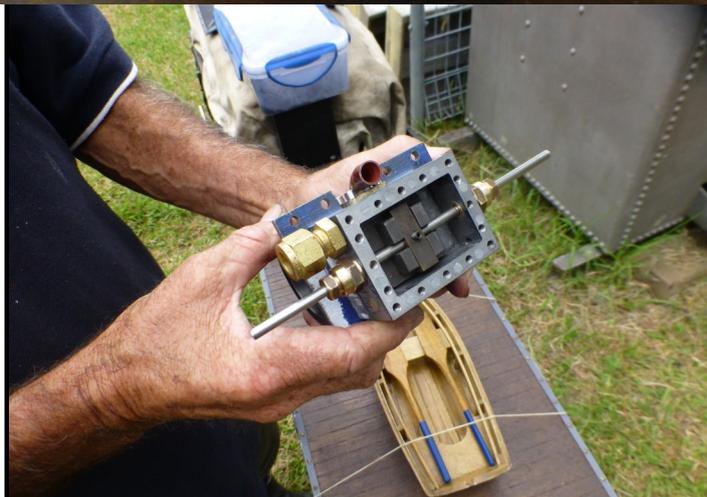


Above left:
Vic's 2-6-4
tank.

Right: Ray Lee's P
class cylinder.

Above Right: Micks
COC brake van,
and, left, some of the
interior detail.

Below: David and
Nick at work on the
entry bridge.



From Page 7 goods train. Garry Buttler pushed his C36 around, testing clearances and all seems OK. In the clubhouse Mick had his COC brake van on display prior to painting. This is 1.5" scale to match the Shay and is a lovely job indeed and quite sizable. It is complete with internal hand brake, working tail lights, and a crate with loco parts! (or so the labelling implies). Vic also had a partly built Martin Evans design 3.5" gauge 2-6-4 tank he has acquired.

Our supreme BBQ lunch of sausages, bacon, onions and tomato was ably cooked by Brian Muston with the assistance of Barry M. It was unfortunate that only a dozen or so members partook. It was a lovely lunch. Thanks to David T who arranged the bread rolls. Before lunch Warwick attended to filling the gaps on the entrance bridge with a tube of plastic grout, and some others with floor leveller, to see how it goes.

Works Reports

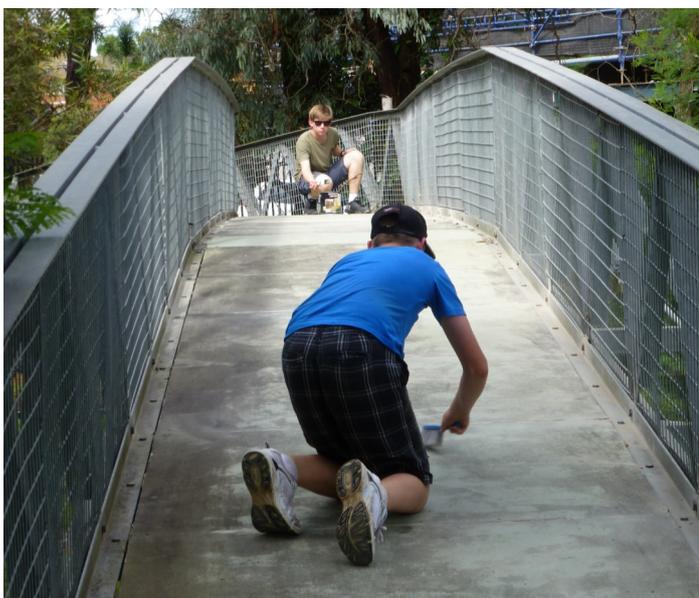
Grounds.

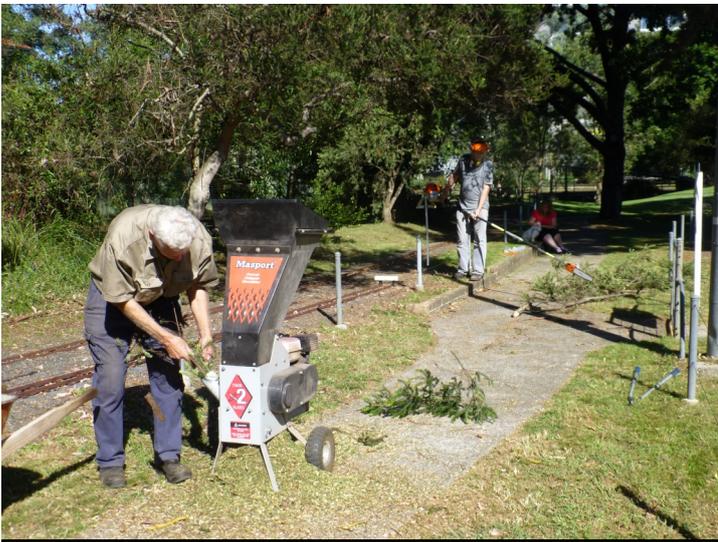
Sheila Dewhurst has attended to the garden around the club house and this received some mulch of grass clippings and a good water. This has now been extended to the south wall garden as well! The products of the gardening crew were placed around the clubhouse as mulch! This garden area has been somewhat neglected and it will look very good soon.

Warwick and Andrew have installed two new LED flood lights at the unloading area. The cool white colour makes the area look like moon light is illuminating the area. Hopefully we will not have to worry about globe replacement any more.

Simon's ticket office garden is displaying very nicely even though its pot luck for the rose display to coincide with running day! Simon spends each Saturday doing some weeding and pruning, and the roses always seem to need plenty of attention.

Nick, David J and Warwick did some grinding with a





Regular scenes that occur while keeping the grounds neat and tidy. We aim to mulch any prunings straight away so there is no mess and it helps the gardens!
Above: Paul Brotchie and Neil Bates trim around the inner main. Right: David T, Andrew, Nick and Peter D attend to more mulching.

flap wheel along the deteriorating joints on the entrance bridge. These were sanded out by Warwick, and then swept by David J and finally painted by Nick. Some of them were filled with a plastic grout (expensive), while the others were filled with floor leveller (cheap). Time will tell what works the best. The filling however is purely protective, to protect the edges of the sheeting.

Zac, his friend Daniel and Nick helped Warwick remove a tall dead bush near the Hawkesbury Bridge which was cut up and mulched. Neal, Jo and Paul B attended to trimming the Banksia that overhangs the inner main. The extended pole chain saw was used to good effect and it was all mulched and put to a good cause! At David's request some bush trimming was also done on the eastern bank by David and Neal while the rest of us dealt with the cuttings!

We have received permission to remove the Peppercorn tree which has considerable dead wood and is shifting the retaining wall. Council however wants us to plant a replacement tree that is taller! David is negotiating.

Brian M cleaned out the ashes from the BBQ - a good wheelbarrow full!

Lionel has spent some time filling the coal bins. This keeps us in fuel where we need it, thanks Lionel! John H shifted some of the newer char into the elevated coal bin so that it can be sampled on a running day. It is smaller than our usual char and will probably require a different firing technique. It should be just right for our 3½ inch gauge locos! In use it was most satisfactory for production of heat but it needs plenty of raking to prevent clinking.

Elevated Railway.

Level Crossing Gates: Work to install bronze bushes to the hinges was completed by John, Mark, Vic and Nick. John L had made the brackets for the drop bolt and fitted these while Simon was attending to the painting of the black bits. Warwick attached the red discs and Nick and Mark G attended to some more of the white painting of the posts. It is looking good and presents well on running day. The scene from Park Avenue looks great! This project is now com-

plete. A big thanks to John L who did a lot of the work, and everyone else who assisted from time to time. Over the period of the construction there were so many members who made a contribution to the progress towards completion, it was a real team effort and we can rightly be very happy with the result. If you look now from the lever frame to the top of the grounds the gates just set everything off.

Garry Buttell has fixed the elevated track beams in the station. This needed 3 beams to be raised and levelled on two posts. After this was done he packed the gaps with grout and it certainly runs and looks a lot better now.

Martin attended to the elevated signalling and after some adjustment now has No. 8 signal working well. He also attended to some of the elevated signalling pull wires, in the process finding a pulley set adrift - the supporting brackets had rusted through. Martin thinks this would account for some of the slack noticed in the system lately. Early in May the loose pulleys were cleaned up and re-welded by David and Warwick to a suitable plate which was then dyna-bolted to the concrete.

Warwick has replaced the two globes on No. 8 signal with LED arrays. Martin has also found our lost volts and had

Sheila Dewhurst hard at work on the southern club house wall garden. Its great to have more gardeners doing their bit!





David Judex's B wagon that has been given a coat of undercoat. Brian Muston as been the inspiration and mentor for this.

corrected some loose connections on terminals in the Signal Box with evidence of overheating. This has improved the volts at No.7 signal reverser and improved its reliability.

John L has drilled the fishplates for the new loco road elevated track beams, and laid out the channels. These have been cut to length and should be erected soon.

Ground Level Railway.

After the realisation that our weedkiller Glysohate is acidic, and probably not helping the situation with our rusting track, Mick ran the weedkiller train, this time filled with soda bicarbonate, which our local chemist Simon suggested would neutralise the acid. Warwick had previously done some tests to prove it effective. Mick has now modified the weedkiller sprays to target the area outside the actual steel rails. When using the weedkiller carriage, turn off the spray as you negotiate points and crossings. The wand can be used if needed to spot spray weeds within the rails. This approach should be gentler on our steelwork.

Mark has investigated an intermittent problem with the trailing end of No. 6 points. The rods coming from the point blades to the motor assembly have been binding from time to time. Kindly assisted by Vic holding the umbrella one morning, he found the problem to be occurring when the coupling between the 2 rods operating the detection micro-switches was tightened. Both rods run truly when not coupled, so a problem with the threads or alignment is suspected to be the cause. A solution is still outstanding.

Mick has bypassed the back-up brake on the Outer Blue set pending investigation into vacuum leakage found earlier.

Warwick has attended to 33 points which needed a bit of TLC to detect normal. Cause was a bent switch. (Please don't run through the points!)

Loco & Rolling Stock News.

David J painted the buffer beams of the service car with black paint, and later with Brian Muston worked on building his B wagon. They installed an individually planked floor, very

Left: Garry Buttel adjusting the elevated track levels. Below: Ray Lee and his P class chassis now in a rolling state.



WE ARE A CHILD SAFE ORGANISATION
 Members are reminded that the Society has a "Child Safe Organisation" policy. There is a strong focus on working with children following recent legislative changes. Members will already have signed a form stating they are not a prohibited person. Our Members handbook contains details of what being a Child Safe Organisation means.
 Please familiarise yourself with them.



Obtaining our recent new bags of char was a logistical problem. John H solved this by hiring a beam and legs which permitted the bags to be hoisted up and slid into position. These were genuine 1 tonne bags so they were significantly larger than our previous bags which were around 700-800kg. Here John and Arthur show how it is done just prior to the February running day. Thanks to Simon for the photo coverage.

nice! This is looking very good.

One morning tea we all sat around and admired the O scale 60 class that Glenn Scott had brought along. This is a lovely loco indeed and it was only by good fortune it was not covered in drool.

Ray Lee had his P class chassis along to test on the top curve. Ray is a very quick worker and like all his locos this one is going to be both rugged and good looking!

John Hurst has tested his new safety valve for the King. It certainly reduced the pressure! Some rework to retain some pressure is the next aim which was successfully carried out.

David T has attended to various boiler tests on Andrews 3 small gauge trams, Peter Sayers B1, and others! The milestone event was David T himself who finally achieved his boiler ticket for the South Australian S class 4-4-0. This was officiated by Andrew. He then went for a run on the outer main and as the lapping became more consistent it could be seen the driver and engine performance was improving significantly. See separate story!

Simon had a selection of whistles on show one morning tea. They are built to a design in EIM and are simple to build with an elegant solution for the steam slot.

David J and Nick gave the Old Girl's train a much needed clean and oil.

Garry Buttell had C3658 along for a test after replacing some washers in the cab fittings. Nick gave it a good run around the outer main, which it seemed to cope with OK. Following the problems that Garry encountered on the February running day he discovered that something in the

front bogie assembly had not been replaced in its correct position and this had caused the trouble. Garry was very relieved to have discovered what was causing the problem. Zac showed us his latest acquisition, an O gauge 57 class.

Vic had his UK sourced 3½ inch gauge 2-6-4 tank loco chassis along for some consideration of impending refinements and painting. Paul B has displayed the exhaust manifold for his O class - nice work Paul, while Warwick has shown his round top 36 class cab.

Members News

We have a vacancy in the Track Superintendent team for the upcoming year. If anyone is interested, please see Mick - full training and coaching will be provided. We have welcomed some new faces lately. If you see someone you haven't seen before make yourself known to them! The latest is James Sanders. James is an industrial arts teacher and has an impressive collection of NSW prototype N scale locos and is working on a 45mm gauge Hunslet. These are impressive indeed! Welcome to the Society James!

Australian Technology Park Open Day Saturday 23rd May. Demonstrations in the blacksmith's shop and tours available of the buildings. It is a good place to have a look at. There are still some pieces of machinery there and a lot of the overhead cranes have been restored, cosmetically at least.

**Below: James Sander's N scale 35 class.
Right: Our resurrected signal wire pulley should last a fair while!**





Above: 411 with a short goods enroute to Penrith . One in the passing parade at the Orange Scale day on Saturday 28 March 2015.

Below: The February running day crew:

Back row from left: Ian Tomlinson, Paul Brothie, David Thomas, Mick Murray, Alan Mackellar, Greame Kirkby (behind), Paul Taffa, Brad Wilkinson, Martin Yule, Tony Eyre, Geoff Olsen, Peter Wagner, Ross Bishop, Martin Dewhurst, Max Gay, Barry Millner, Mark Gibbons (behind), Steve Border (front), John Lyons.

Front row from left: Warwick Allison, Arthur Hurst, Ray Lee, Greg Croudace, David Judex, Bernie Courtenay, Zac Lee, Simon Collier, Nick Kane, John Tulloch, Garry Buttel. Photo by Gai McCoy.



'Newsletter' is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.

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.