

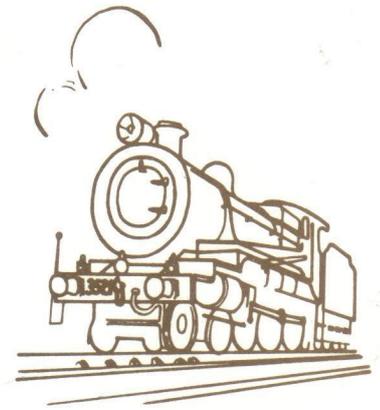
Sydney Live Steam Locomotive Society

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

'Newsletter'

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Ray Lee's newly painted 3281 positively gleams in ground level loco prior to our February running day.

February Running Day:

Our February running day was a clear day, with little cloud cover and hot temperatures. Unfortunately it was quite humid too, but not overwhelmingly so. By the time I arrived at just after 10am, the steaming bays were already full of engines.

Barry Millner informed me that the early morning setting up was done by Tony K, Arthur H, John H, Barry M, Graeme K and Bruce. This crew had raised the flags, cleared the grounds with the leaf blower, put the signs out, and brake tested all the passenger cars well before morning tea time.

On display in the clubhouse at morning tea was James' 12 class chassis, now looking more or less complete. In addition to this, he also had the dome for the engine and some very impressive home made mechanical drain cocks for us to look at. Ross B also had the winching mechanism for his Fowler ploughing engine on show, but unfortunately I failed to get a photo of this.

In addition to this, parked inside the grounds was Zac's newly restored Model T Ford- a very impressive project that he has completed. Graham T had also brought along some station lamps, which he has very generously donated to the club. Also warmly received was some Shiraz given to us by Nicola from Redkite, as a thank you for our charity running day.

We had a good role up of engines, in fact more than was required. We were all delighted to see Ray's 3281 sporting its beautiful new coat of gloss black, complete with red and straw lining. This looks really spectacular, and was much admired by all present. I struggled to take my eyes off it all day!

On the elevated we ran two 6 car trains. The red set was taken, initially at least, by Tony K and the Ten Wheeler as train engine, myself and the Blowfly, and Wayne with the Mogul as pilot. However, after only a couple of laps, the Ten Wheeler's piston rod securing pin sheared. The engine was returned to



tionmasters and guards it would seem.

In the signal box, we had Barry M, David L and Mark G making sure things ran smoothly. Track superintendent was Steve B, and ticket seller was Peter W. The entry gate was manned by Dom M, and in the kiosk we had Liz, Di and Lee. I also saw Peter D undertaking some ground level track joint repairs or adjustments near the bottom curve. Peter W informed me that our total rides sold for the day were 2593. I'm unsure as to how this compares to the average, however the queues always seemed to be rather lengthy!

March Running Day:

Our March running day was a very hot one, with temperatures reaching the mid-30s. It was a bit unpleasant in the sun, but everyone still seemed to have an enjoyable time. We were missing a few of our regular members, however we got by okay, helped by the fact that passenger numbers were a bit lower than usual.

We were all very saddened to hear of the passing of Neal Bates' father earlier this week. We express our condolences to Neal and his family, in what must be a very difficult time.

Opening up was done by Arthur and John H, Barry M, James, Mark, Tony K and Ross. James and Arthur gave the lawns a tidy up with the mowers, while John and Barry M vacuum tested all the cars. Tony put out the signs, and Ross went around the grounds with the leaf blower. Mark oiled our points, however had to go home fairly soon after as he was feeling unwell. Get well soon Mark! Brad attended to the dislodged fence panel near our entry gate, fixing it back into position.

On display in the clubhouse was James' 12 class smokebox, complete with chimney (not yet attached), smokebox door, and securing dart and hand wheel. This looks very nice. Ross

Gary with Impala leads Wayne and the Mogul, followed by Zac with the editor's Blowfly on our February running day.

loco, and Wayne and I carried on alone for an hour or two, reducing the train to five loaded cars, having removed the seat from the rear vehicle. We were later joined by Gary and the B1, allowing us to fully load the train once again. Around this time, Zac took over the driving on the Blowfly for me, allowing me to take pictures and keep an eye on the activities. He spent a couple of hours on the engine, until I took over once again to finish off the day. Zac then migrated one engine ahead, and relieved Wayne on the Ten Wheeler. Our guards for the day were Brad, Zac and Evan.

The other elevated train consisted of James on 2604 and Arthur on the Mikado, with David J as guard. They seemed to run fairly well all afternoon, however James did experience trouble in getting the 26 into reverse gear at one point. This, however, was quickly rectified. Simon had the Simplex in loco, but did not steam.

Elevated station masters were Zac, Bill, Evan and Arthur, however quite a bit of swapping occurred between guards and stationmasters.

On the outer main, we had Ross and Toneya, with Bruce as guard. Ross seemed to have a trouble free afternoon, and ran well all day. The other outer train was initially handled by Max on Lionel's Tasmanian R class, with Bernie as guard. At about 2:30pm, an engine swap occurred and Mick's Shay took over the train. Outer main stationmasters were David T and Peter D, but I think they were joined later by Tony K. Ray's P class and Graeme's 2401 took an inner main train, with Tony E as their guard. How lovely it was to watch the sparkling 32 running beside us at times, as we circulated around the elevated track. The other inner main train was handled by Andrew on V1224, with Graham T acting as guard. Later Graham was relieved by John Hurst. I noticed one minor derailment on the bottom curve, however they seemed to have a fairly successful afternoon. Neil M had the Switcher in loco, but didn't end up running. Inner main stationmasters were Martin Y, Greg C and Tony E, however there was a bit swapping between sta-



Ray's 3281 seems to be going well on the February running day.

showed us his Fowler ploughing engine crankshaft castings, which unfortunately cannot be used due to some casting flaws. David J had the drawings for his HG guards van, which he mulled over with Simon and James. Zac had a beautiful Aster Gauge 1 Shay on display, which he has recently obtained.

We had a good roll up of engines on the elevated today. Tony K with the Ten Wheeler and Simon with the Simplex (train engine) took a 6 car train, initially with me as guard. Unfortunately, just before running started, I gave my foot a minor scalding with hot water, and decided to go home for a while after the first lap. After applying some ice for a couple of hours at home, I came back to make notes on the afternoon's activities and take pictures. Thus, there may be some gaps in this report, as previously mentioned. David J had taken over as guard when I went home, and continued in this role for the rest of the afternoon. James with 2604 and Gary with Impala also took 6 cars, however some timing issues with the 26 class necessitated him returning to loco midway through the afternoon. Gary continued alone, loading only the first 3 cars. He had Wayne as guard. Bernie also ran his Blowfly on 1 car. He has recently fitted the riding truck with steel tyres, and I understand he wishes to do the same to the engine in the near future. Elevated stationmasters were John L, Mike, David J, and Wayne. I think there was some alternation between guards and stationmasters.

On the ground level, we had Arthur and John H with the Mountain on the outer main. It is always a pleasure to see this historic engine in steam on running day. They seemed to run well all afternoon, with Arthur and John alternating between driving and guard duties. The other outer train was handled by Ray and 3803, with Tony E as guard. Dom and Jim M had 3901 at the grounds for a steam test, and did a few laps light engine of the outer main later in the afternoon, but did not haul passengers. Outer main stationmasters were Paul B and Martin Y.



Arthur storms upgrade with the Mountain on our March running day.

Mick and the Shay took one inner main train, with Brad as guard. They seemed to have a fairly trouble free afternoon. The other inner main train was handled by Ross B and Toneya, with Bruce as guard. As passenger numbers got lighter, Ross returned to loco, leaving Mick to finish off the last hour or so of running. Inner main stationmaster was Ian T.

The signal box was handled by Barry M and Evan, who did a good job of making sure everything ran smoothly. Track Superintendent was Steve B, while Jim M was gatekeeper. Ticket seller was Peter W, who at one point found himself trapped in the ticket office due to a large accumulation of prams preventing the door from opening! The kiosk was in the very capable hands of Di, Lee, Margo, Joy and Liz. I'm sure they would have sold a lot of ice creams and cold drinks!

Our total ride count today was 2093, which I understand is a bit lower than usual. No doubt the heat kept a few people away. Many thanks to John Lyons and Simon who helped with photographs and filling me in on what I missed.

April Running Day:



The afternoon light is starting to get low, as Simon with the B1 and Andrew with the 36 drift downgrade in April. The editor's Blowfly is banking.

What a mammoth day our April running day was! The perfect weather conditions and school holidays brought what seemed like the entire population of West Ryde to our grounds, resulting in the most number of tickets sold that we have ever experienced.

A number of members were present for early morning set up. Barry M and John H opened the back gate, and set about unlocking everything and preparing things for the day ahead. Barry M hoisted the flags and blew the grounds with the leaf blower, while John pulled out and checked the elevated cars. Dennis O'Brien washed down all the passenger cars, while Bruce tested and checked them.

When I got to the grounds around morning tea time there was already a good role of up engines and members, which was fortunate as we thought we



Wayne services his Mogul on our very busy April running day.

might be a bit light on. We even had two spare engines in the form of the Hursts' Nigel Gresley and heritage Mikado. We had Ian Dixon along for the day, who is a friend of Tony Eyre and from Swindon in the UK. He is a member of the North Wilts Model Engineering Society, and showed us some pictures of two 7.25" gauge locomotives he has built- one an A3 and the other an American Mikado. It was very nice to meet him and have him along for the day.

We had three trains in operation on the elevated. Evan brought his Simplex along, which seemed to run well after being out of action for a while. Evan had a very good set up, with an S truck coupled in between his riding truck and the engine to use for coal space. He was burning some black coal, and soon gained a very black face! He initially ran with one car, however soon after running commenced he was joined by John T and the J, which saw a further 3 cars added to the train. David T was guard on the train. They seemed to run well all afternoon, and I think Evan was quite satisfied with the performance of the Simplex. Bernie ran his Blowfly with two cars in tow, and John L as guard. He too seemed to have a trouble free afternoon. Wayne with the Mogul and Tony K with the Ten Wheeler double headed on 6 cars, and had Ian Dixon as guard. I saw Ian having a drive of the Ten Wheeler later in the afternoon. Wayne was having trouble with his mechanical lubricator, which didn't seem to be delivering oil. This meant that every

lap or two after coming into the station, he would have to remove one valve cover and apply oil in between loading up the firebox and taking on water, etc. Elevated station masters were Zac, Bill and Paul T, though I think there might have been some alternating between guards and stationmasters as usual.

I had my first proper running day on the ground level, the outer specifically, which was great fun. Simon with B1 and Andrew with the 36 double headed at the front of the train, while I banked with the Blowfly from the rear. After the first few laps, Simon had run back to loco to sort out some injector problems, while Andrew and I carried on with the load reduced by one car not being loaded up. Soon after, Simon returned with the B1 and the train was fully loaded again. We initially had Geoff as guard, and then Paul B. Peter D had a drive of the B1 for a while during the afternoon. We seemed to manage the load quite comfortably, however you did have to work fairly hard coming up the grade. The second outer main train was handled by Ray L and 3803. I believe Tony E was guard initially, but he was later relieved by Greg C when he took over driving duties on the 38. Outer main stationmasters were Peter D, Geoff and Paul B.

The inner main saw Scott M and the Shay take one train. Scott was doing all the driving, as Mick was on the gate. He did have a minor derailment of the engine as he was exiting the station and traversing the points onto the mainline. The engine had to be lifted slightly to get the wheels back on the track, but with the help of a few members this was done very quickly. Scott had Ian T as guard, who was later relieved by Bruce and Carol. John and Arthur Hurst and the Mountain took the other inner train. I saw them having to stop on the run a couple of times, but i'm not entirely sure why. With the very heavy loads, the Mountain did seem to have a bit of trouble lugging the load round the upper curve into the station, with John having to walk it in on a couple of occasions, while still more or less straddling the tender! John and Arthur alternated between guard and driving duties, but I believe they also had Bruce as guard at one point. Inner main stationmasters were Carol and Ian T.

By 2-3pm, the grounds were absolutely crammed with people, with the result being that a wise decision was made to shut the main gate. We couldn't have handled any more people! The queues were the most ridiculous I have ever seen, and seemed to stretch for miles. The queue for the elevated stretched right to the ground level station level crossing, while I think the ground level outer main queue was past the clubhouse at one point! Peter and Margo W were the ticket sellers, and they must have had a very busy day, as Mick would have had on the main gate! In fact Peter told me at one point that we might be in danger of running out of tickets. The canteen was handled by Liz, Joy, Lee and Margo, who did their usual wonderful job of catering to the masses of visitors' appetites. The signal box was manned by Barry M, Mark and Martin D.

Its obvious that we aren't losing popularity and, while the huge crowds made for a very tiring day, they are indicative of the great public appeal that our club generates. By about 4:30-5pm,

the crowds seemed to dissipate quite quickly, and we were able to pack up with some light left. Many thanks to everyone who assisted throughout the afternoon- I think we can all be very proud that we managed to get by so successfully. The total number of tickets sold was a staggering 3940, as previously mentioned our new highest figure.

March Member's Day:

Our March member's run was a lovely day, with warm sunny conditions and a good turn up of members. At morning tea, we enjoyed some very nice hot cross buns, courtesy of Gary, before most of the running got under-way.

On display in the clubhouse was James' 12 class boiler, with many of the stays having already been soldered in position. David J displayed his HG guards van chassis, complete with very nice wood joints, and W irons attached to the frame. John L exhibited piston rings for his Avonside, while Ross showed a crankshaft for his Fowler ploughing engine that are unfortunately unusable due to some casting flaws.

Fires were lit shortly after morning tea. Tony and the Ten Wheeler took a couple of cars on the elevated, with grandson Reuben doing a lot of the driving. Several members were given a drive of the engine throughout the day, with new member Mike, Paul B and David J all taking a turn at the regulator. James ran his Buffalo, and also steamed the Manning Wardle, though lubricator trouble saw it returned to loco. No problem when you have a spare engine to play with! Warwick ran Beaver, with Mike having some driving lessons on this engine too.

On the ground level, we had Gary with the 36 taking to the inner main, with Emma doing some of the driving. Simon ran the B1 on the outer, which performed well, with both David J and I being granted a drive. David T had his SAR S class down for a boiler test, which was officiated by Bernie. He then ran the engine on the outer main. David has fitted the tender with an axle pump, which should make driving a little easier.

We enjoyed a nice lunch of sausages and onions on rolls, cooked on our barbeque by Warwick, which was appreciated by all present.



Fusible plugs can be hard to get at! Martin Y gets to grips with the underside of his Foden, as David T and Nigel W look on.

Locomotive and Rollingstock News:

On the February running day, Ray Lee unveiled 3281 with its finished paint job. The engine now looks spectacular in gloss black, with red and straw lining throughout. As previously mentioned, David T had his SAR S class at the grounds on our March members day for a boiler test, which was officiated by Bernie. The axle pump fitted to the tender chassis no doubt makes driving easier, and I think David was satisfied with its performance. Zac has showed us his new acquisition, this being in the form of a Gauge 1 Aster Shay. The valve gear assembly is very impressive, when considering the size of the engine. Bernie has recently fitted his riding truck with steel tyres, trying them out for the first time on the March running day. I understand he wishes to also fit steel tyres to his Blowfly at some point. Martin Y has had his Foden steam wagon at the grounds for a hydraulic and steam test, during which a weeping fusible plug was discovered. Undeterred, David T and Nigel W took the plug to David's workshop for attention, and returned early enough for another successful steam test to take place. James' Manning Wardle was also the subject of a recent steam test, this being officiated by Andrew. Afterwards, he ventured onto the elevated and did quite a few laps. Mick has showed us a very nice Gauge 1 Rail Truck that he has recently constructed, which I'm sure will look at home at Cripple Creek. This is op-



A Pancy boiler which Nigel Wooley has been working on.



Paul Brotchie's O class front bogie.

March Members Day Scenes



Editorial:

The coming months will bring some degree of change for both the club and its members. With the AGM approaching, it is time for us to consider what we think is right for the society's future and the various roles we intend on playing in its continued existence. The world external to our club seems to be evolving (some might say devolving) at an unprecedented pace, and with it will bring new challenges that we, as SLSLS, will no doubt be forced to adapt to. Our record April running day is evidence that we aren't losing favour with the community, and perhaps it is surprising that, in this world of super electronics and semi-virtual realities, the public still finds an afternoon of live steam rides to be an attractive offering.

The changes to our board are indicative of the fact that things can never remain completely constant, but rather are just one part of our club's constant evolution. I feel sure that our society will continue to go from strength to strength, regardless of what challenges we might have to face. And I'm equally sure there will be challenges, but nothing that will prove to be insurmountable. Our club's past has proved that, when these hurdles arise, they are met with cooperative problem solving, rather than indifference.

Nick Kane, Editor.

erated by remote control, made from an LED light controller.

Model Engineering Activities:

David's HG guards van is making good progress, with wheelsets, axle boxes and chassis now complete. James has kindly given David some lengths of thin timber, which will be used for the van body. James 12 class is also making rapid progress, with the boiler, chassis and smokebox now complete. He has also shown us several other completed components, including the dome and mechanical cylinder drain cocks. James has also exhibited his carriage sides for his HFL carriage project, in addition to laser cut body components for his CV van. We have seen Martin Yule's very nice 38 class tender bogies, while Ross has showed us the winching mechanism for his Fowler ploughing engine. John L displayed some piston rings for his Avon-side, and Nigel has had a Pansy boiler at the grounds for a hydraulic test. Andrew has completed another Gauge 1 Victorian narrow gauge passenger carriage, yet another vehicle to add to Cripple Creek's extensive fleet. He has also showed us a large collection of laser cut components for more Gauge 1 rollingstock, which I believe was laser cut courtesy of James. David J continues to make progress on his Manning Wardle project, with help from John L and other members here and there. We have seen Paul B's beautiful complete O class front bogie,

while Evan has displayed his completed 5" gauge CV van, part of a present production run I believe. David T officiated a hydraulic test of Warwick's 3 1/2" gauge Heisler boiler, which passed with flying colours.

Club Works & Maintenance:

Early February saw concrete poured into the lintel of our new char enclosure. James, Tony and Warwick fitted the final reinforcement into the concrete formwork and, with some assistance, excavated some spare floor area in case we had a bit of extra concrete to dispose of. A good role up of members ensured that, when the concrete arrived, it was deposited along the formwork in very quick time. Helpers included John L, John H, David J, James, Tony K, Evan, Peter W, Bruce H, Mark G, Brad, Lionel, Neal, Nigel, Simon, Graeme K, Graham T, Martin Y, Bill P and Barry M. Apologies if I have missed anyone. A couple of weeks later, the formwork was removed. John L, James, David T, Lionel and Bill P, with assistance from Harrison, were pressed into service for this job. Despite some difficulty, they managed to get the timber out in the end. Some additional formwork was installed by James, before some more concrete was mixed for the exposed ends. Lionel helped place and finish the slabs, before the whole enclosure structure was erected by Warwick, James and Gary B. They assembled the

Diary:

June 2: AGM , SGM, & President's Breakfast

June 9-11- ILS Hot Pot Run

June 16: Running Day

June 30: SLSLS Interclub Run

July 13-15: Julyfest SSME

July 21: Running Day

August 18: Running Day

September 1: Members Meeting

September 2: Family Day

November 24: Members Meeting.



James' 12 class chassis and dome.

Duty Roster

June: D. Thomas, B. Courtney, G. Croudace, S. Larkin, L. Pascoe, S. Sorensen, D. Lee, B. Wilkinson, G. Hague, M. Dewhurst.

July: J. Hurst, J. Leishman, J. Lyons, M. Lee, J. Mulholland, M. Yule, W. Allison, T. Kidson, N. Woolley, B. Perrin.

August: R. Bishop, N. Bates, T. Eyre, J. Topp, R. Lee, P. Wagner, P. Taffa, J. Tulloch, Z. Lee, N. Kane.

September: M. Murray, A. Allison, M. Gibbons, W. Fletcher, G. Kirkby, J. Noller, I. Tomlinson, G. Scott, B. Hartwell.

Gate: June. J. Noller, July. B. Perrin, August. W. Sandberg, September. G. Scott.

roof panels and marked out the front panel location so that they matched the roof. Holes were then drilled into the concrete lintel, in order to locate the stainless-steel locating pins on the bottoms of the panels. Following this, holes were drilled for the top locating pins, and channel pieces (previously cut and painted by Brad) were screwed onto the lids at the ends to locate the front panels. To finish off, the top pins were drilled to take an R clip. Not long after this, arrangements were made to clean up the western end and place the stored beams at the eastern end. Some more concrete was poured to finish off the western end, following the relocation of the beams by Bruce H, Lionel, Brad and Warwick. Brad and James then got to work assembling the eastern end of the shed, while Bruce, Mike and David J dug out the dirt at the western end. After the area was formed up, they mixed some concrete to do the job, eventually completing this end of the structure. This project has been a lengthy undertaking, and everyone who helped deserves to be congratulated on the result which, as Warwick pointed to, certainly helps to make the top of the grounds look much tidier. As a final tidy up, Bruce, Brad, Mike and Warwick cleaned up the mess made by the removal of much material for the works.

John L has prepared the holes and posts for our new elevated station lamps. He utilised some of the spare concrete from the char enclosure pour for this. Wayne and Janette have provided some "PARK AVENUE" plates to go in front. John L has also carried out some investigation into our elevated carriage siding stub points, which require some adjustment. Tony K provided an LED drive board, which was duly fitted to the ground level loco departure signal, while Martin D was seen investigating the new white box on number 7 signal.

John H and Tony K have collected some workshop equipment that Bruce H had kindly arranged for the club to acquire. This consists of a guillotine, folder and rolls, which must have required a fair bit of muscle work to move! A team comprising of John H, John L, Bill and Tony got to work clearing the area behind the trailer to allow placement of the workshop equipment. The plastic sleeper material was moved to the track storage area under the ground level bridge, while the surplus material was placed in the trailer for eventual disposal. Mick has installed new shelving in our signal box, which provides a nice place to store our new lamps provided by Graham T. Two of these lamps are destined for mounting on our clubhouse wall. Brad has been at work on a fence panel near our entry gate that was in need of attention, installing a new bottom rail, with help from Mike, and making sure the panel is well secured. They have added additional screws to secure the panels, and placed a number of bricks under the bottom rail for additional support. Andrew and James have removed and attended to the elevated roundhouse short unloading rail, which needed adjustment. James and David J also carried out some height adjustments to the elevated station points track panel, in order to eliminate the bump felt upon entering the station, while Andrew attended to a fallen tree branch over our elevated track (just opposite the clubhouse).

Paul B and Peter D continue to take measurements of our track panels, and have compiled an archive for future reference, a very good idea. Their new data sheet provides all relevant data concerning the curved track panels that will be needed for any remediation work. Mick M has been seen attending to the brakes on our inner main carriage sets, being assisted in this



James, David J at work on the elevated stub points, while David T inspects Nigel's Pansy boiler.



Bruce helps move some the char away from our new coal shed site.

Paul B and Peter D continue to take measurements of our track panels, and have compiled an archive for future reference, a very good idea. Their new data sheet provides all relevant data concerning the curved track panels that will be needed for any remediation work. Mick M has been seen attending to the brakes on our inner main carriage sets, being assisted in this task by Bruce. After being joined by Brian K and David J, they fully serviced all the brakes on both inner main sets, with 5 bogies being removed for workshop attention, while the remainder were attended to as required and returned to service. Mick has noted that both sets should now be braking to best efficiency. Peter D assembled a small team comprising of Tony K, David J, James and myself, to remove one of the ground level bottom curve track panels, which required some attention after an altercation with one of the mowers. This was repaired in very quick time, and the panel was reinstalled on the bottom curve. Brad and Mike recently mixed some floor leveller, this being done to remove a trip hazard on the entry path. Bernie has been seen preparing No. 1 signal for painting.

Mick has carried out his Inspecting Engineers check of the grounds, while also measuring up the shed for a potential blind to protect the workshop gear from the elements. Paul B has been seen grinding various components for an expansion joint, while Tony K has brought along some reborn lawn mowers, complete with sharp blades!

The gardening crew continue to do a wonderful job every second Saturday. Sheila and Martin too continue to keep the garden around a clubhouse looking lovely and tidy, while David T is consistently at work tending to the other greenery around the grounds.



**Above: Andrew at work disposing with a fallen tree branch.
Below: David J, Brad and Mike depositing soil from the char shed site.**



A Letter of Appreciation from Redkite

Redkite recently sent us a very nice letter of appreciation for our support , which reads as follows:

Thank you to the Sydney Live Steam Locomotive Society for your many years of support for Redkite. According to our records, a total of \$32444.75 has been raised by the Sydney Live Steam Locomotive Society since 2009. This is truly amazing and you should all feel very proud– your fundraising has and will go a long way towards ensuring children and young people with cancer and their families receive essential support when they need it most.

Today in Australia, four more families will hear the devastating news that their child has cancer. By choosing to support Redkite again this year you have helped ensure that Redkite will be there for these families from the moment of diagnosis, throughout treatment and beyond. Offering information, counselling and practical assistance, our services are available for anyone with cancer up to the age of 24 as well as their family, friends and support networks.

It's because of community-minded organisations like the Sydney Live Steam Locomotive Society that Redkite is today reaching more families than ever before. Your efforts as ongoing supporters have made a real and positive difference.

Thank you.

With kind regards,
Hayley Palumbo
Fundraising Coordinator.

Bunbury Convention 2018

Warwick Allison

I didn't attend the Council formal welcome on the Thursday evening as details were scant and it appears it was limited to 60 people, but by all accounts it went off well.

SLSLS attendees were Graeme Kirkby and Gai, David and Mandy Thomas, Brian and Sue Carter and Wendy and myself. Serious steam raising got under way on the Friday morning. There were around 300 registrants and they had provided some covered seating areas at various places through the treed park area. Although the weather was quite warm, the shady areas were across most areas and made it very pleasant and perfect weather conditions. There were 4 locos on the elevated, while on the Sunday Shane Ferris' PB15 also made an appearance. How it got there I don't know! The others were Jack Soames Rob Roy, Allan Wallace's Doris, Noel Outrim Maisie, Clive Jardon and Juliet, and my Beaver. Water and compressed air were provided with a single outlet for each. I stole a hose from the main loco depot for the water. Lucky I brought my selection of air fittings as it was the fourth one I tried that fitted, although I had Andrew's Jack battery blower as a fallback.

The elevated track is 90m long but nicely super-elevated on the bends, although the overall alignment is not perfect with a few flange crashes enroute! Highlight was Jack and Rob Roy who went round and round and round with his fiancée feeding him bottles of water to refill the tanks on the fly. The little loco ran perfectly. Doris ran several times, perfectly of course (and won the 'Hughie'). Beaver had a few troubles with the lubricator needing priming, and some of the engine to tender hoses kinking. The riding car lost a screw in its brake gear requiring a diligent search of the floor of the back of the car!

Beaver actually ran better the more it ran with reduced water consumption as well. Maybe it was training the driver! Ultimately the lubricator needed refilling more regularly than the tender! It ran on three days for reasonable periods without failure.

Elsewhere the number of small 5 inch locos was in a definite minority. There was Graeme Kirkby's 50 class, Brian Jones' Blowfly, a nice Nigel Gresley, a 7.25 inch (I think) Tich,

and not much else.

On the larger size however there were plenty of locos, with the highlights being a Mason Bogie, Bundy 5 (a Bundaberg Fowler which won the Bolton Trophy), a streamlined 38, a Stafford, a WAGR S class, various Wato designs, and of course two Black 5s, as well as various diesels. John Steadman had his Teddy train (which won the Most Popular) but there was no scale rolling stock in evidence (except for sale!)

Bolton Scale Models had their new bright orange tent and sales stand which added to the event plus a Wombat on display.

The dual gauge track had stub points, 2 of which were remotely operated by air cylinders and the rest by switch stands. Other more normal style points existed in the yards. The larger engines used Collie coal while BM char was provided on the elevated.

There was a large contingent of traction engines all of which were very nice and impressive in size. They tended to congregate near the elevated track (sometimes a little too close!) to be near a tap! Food was provided by an on site food van. While a limited range of items, the quality was excellent. The same van with additional staff also did the evening meals which had been pre ordered from a choice of 3 each night. These too were excellent. The evening meals were held in the adjacent bowling club and were followed by the various meetings, of which there is little to report. Ben Degabriel is now AALS President.

The convention was a joint effort from the Northern Districts Model Engineers and the South West Model Engineers. It was well organised and everyone was very friendly indeed. On the good outcome shown this Easter, there is no reason why they won't be encouraged to do it again!



Post Convention Run NDMES– Thursday April 3rd 2018

Warwick Allison

This Society is located at Balcatta a northern suburb of Perth. Adjacent to their site is a Men's Shed and a Model Car Racing circuit while across the road is the Western Power depot.

The weather was perfect in the low 30s with blue skies and a searing sun.

They have a 2.5, 3.5 and 5 inch elevated track in the form of a Figure 8 and with a grade of 1 in 100. It is paralleled with a ground level 5 and 7.25" gauge track. The elevated track is constructed using bent SHS legs, an anti-tip rail to locate it all, and a welded track construction supported on the legs by what appears to be 6mm studs and nuts for adjustment. The legs are sat upon a concrete base of concrete square slabs. The whole is free to float on the slabs. It has an excellent top and line. The track has occasional SHS slotted tube to hold the rails with normal sleepers beneath. Track section is 25 x 6. I was interested as to whether the track would 'ring' being all steel, but all was quiet and civil.

There were 4 elevated locos running, Jack Soame's Rob Roy, Allan Wallace's Doris, Clive Jardon GWR Hall, and my Beaver. On the ground level John Steadman's Teddy Bear train, a Stafford, a powered trike, and Shane Ferris PB15 and Rainhill, both of which suffered steaming troubles, and some diesels. The Hall is a beautiful job and runs very sweetly.

Out the back of the property they had a Gauge 1 layout which saw the operation of 3 locos, a Roundhouse 0-4-0 + 0-4-0 Garratt, Danielle's Jack, and Ellie. All ran very nicely.

The members put on an excellent lunch of roast meat, potatoes, onions and peas. Everyone was very friendly and they are a true group of model engineers. On display was a lovely chassis for a Crampton, as well as an Austin 7 and a replica Stanley Steamcar.

Beaver proved a bit unstable with a derailment damaging the front LH draincock. Following repairs it ran for a quite while and just before I was going to call quits it took a dive in full view of everyone.

Rather embarrassing but little damage was done. At least it ended the days activities just before lunch! Cause is surmised to be a leading wheelset which is tight to gauge and thus any slight undergauge caused the loco to rise up. Some discrete measuring proved some undergauge, but it wasn't much and didn't affect other locos. Beaver has since had its wheels re-machined.

I ran Ellie after lunch and had a pleasant time with the other Gauge 1 locos.

The club has done wonders with the constrained site, with the middle of the grounds pleasantly grassed and with nice bushes and trees. Their unloading and loading facilities are a bit manual and can only cope with two cars at a time.



Beaver Rebuilt!

Warwick Allison

Beaver is an 0-6-0 typical American switcher for 3½ inch gauge which was described in Live Steam magazine in 1977. It created some embarrassment for Live Steam as it was essentially a Martin Evans 'Caribou' design, minus a pair of wheels. Model Engineer was unimpressed and the series latterly carried the words "Adapted from an 0-8-0 design by Martin Evans named Caribou and published in Model Engineer Magazine."

In late December 2014 I acquired 3 steam locomotives from the Peter Bradley estate. One was Beaver which at the time was in pieces being in the process of having a new boiler built. In fact there were 3 Beaver boilers in the collection of parts! One was in a quite embryonic state of shell and a firebox. Inspection endorsed the need for a new boiler and as the original design would not quite be in accordance with my current thoughts on boiler design, I set to and did a new design making use of parts to hand. The original design showed 16 tubes of 7/16" diameter, but Peter had enlisted the help of Stan Childs who designed a tube layout using 23 tubes of 3/8" diameter. All of the boilers we had were of this arrangement. This was probably because the boiler was quite short. However I thought that the myriad of tubes was too much and I doubted steaming or air flow was likely to be a problem so I reverted to the 7/16" of the design but with 15 tubes due to the current ligament requirements. As well the boiler had a high crown which is always a problem with water carryover so a ½" diameter dry pipe was included. This has a tee into the dome and continues either side to the wet header at the front and into a bend up to the manifold at the rear. Plate sizes were increased allowing a reduction of the number of stays. The new boiler was made as part of a job lot of boiler work for an Ayesha, Austere Ada, and Britannia immediately following repair work on a 36 class boiler for another Bradley locomotive. These boilers were mostly done using LPG alone (I have a 2 inch burner that really consumes the gas), and with set ups using silver solder rings and strips placed on the job. No movement of the job was attempted during silver soldering, each new position was a separate heat. As well various assemblies were preassembled, initially by tobin



Photo 2: Cab arrangement showing new water gauge and simplicity of the layout. Those longitudinal stay heads are UGLY!

bronze brazing, and then using 35% silver solder with final assembly using 45%. This minimised the number of joints to be done at each heat and removed the possibility of previously done joints being adversely affected.

I was particularly wary of this because I have had a number of boilers leak at the top firebox corners, and around some tubes. I have deduced this to be due to uneven expansion of the barrel and tubes that created forces that crack the silver solder when it is in a softer state while doing stays or other leak fixes. I understand that when heating a complete boiler, then it must be slowly heated thoroughly to an even temperature, however I believe this is largely impossible to achieve in practice (in an amateurs shop). An alternate technique is employed that firstly puts the smokebox tubeplate in last, and secondly avoids heating the barrel if doing any firebox rectification (to the extent of closing off the tubes with thermal blanket). As well the flame was used to heat the metal on the alternate side of the joint to the silver solder (as much as possible) so that the success of the process was visible as the silver solder appeared along the joint.

One particular success done this way was the foundation ring. Two strips of silver solder were installed over each side of the foundation ring inside the boiler when the firebox was inserted



Photo 1: Arrangement of cylinders, pump, lubricator and drain cocks.



Photo 3: The boiler being fitted showing the bracket off the backplate to support the cab.

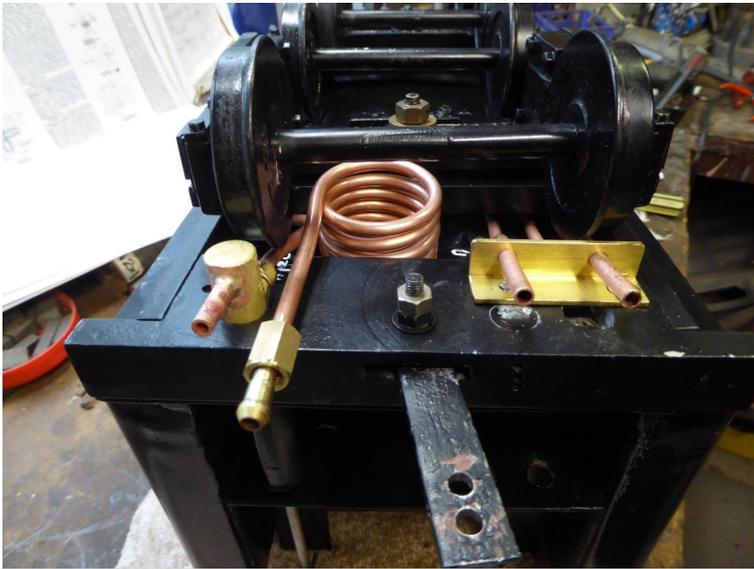


Photo 4: All new plumbing under the tender.

into the barrel. As well, the rod crown stays had a ring of silver solder threaded on as they were installed.

The boiler was set up on the brazing hearth with the firebox overhanging. The LPG flame was played underneath until a silver line became apparent along each of the joints, and as the heat continued upwards, around each of the crown stays. This was a fairly effortless process to achieve my best foundation ring brazing! All the work was being done by gravity, capillary action, and the heat opposite the brazing strip, meaning the metal melted the silver solder and not the flame.

O rings are used for the wet header and dome seals. The boiler was also built for 100psi operation.

All parts were dismantled and immersed in a caustic bath in an old plastic bin for some days. Cleaning all the dirt and paint remains off is chore but essential for a nice spiffy new look.

The chassis was next attended to. There was a lot of slop in the mechanism which was traced to two of the axles not being square across the frames. To fix this, eccentric rod bushes had been installed to let the wheels go round! As the axle box bearings seemed reasonable, shims were soldered to the axle boxes to bring them into line. New bushes were installed in the coupling rods, and ...lo and behold!.. the wheels went around without any tight spots. One wheel was loose on the axle, so a new axle was provided and the wheels pressed on.

The cylinder bore is 1.375" which is quite large for a 3½ inch

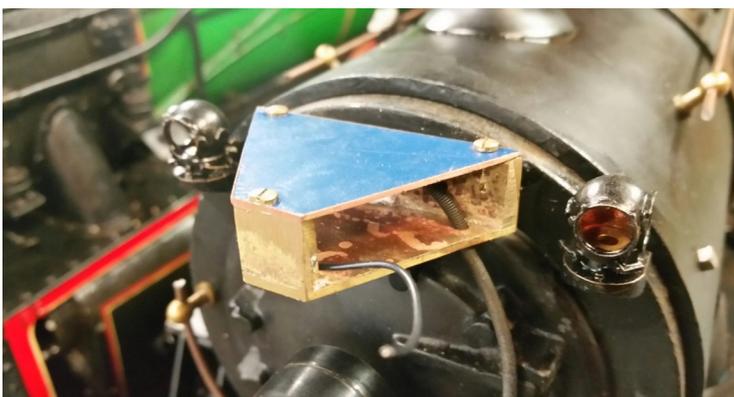


Photo 5: The number box under construction and the Shapeways classification lights.



Photo 7: The headlight fitted with a cheap LED torch reflector.

gauge loco, so with the 100 psi boiler, operation should be interesting! To cope with this power, new pistons and rods were made. Viton O rings were fitted to the pistons and the rods were screwed into the crossheads for improved security, something I have found essential if future repairs in this area is to be avoided.

The ash pan was revamped with a stainless centre portion that was arranged to drop out cleanly when the pin is pulled. I have found that generous clearances are needed for this to happen! The existing bar grate was in new condition so it was retained, however one bar was removed so that it was an easier fit in the firebox.

A box full of piston valves also came with the engine! These were plain type bobbins, an arrangement that is very difficult to get steam tight. I had success with teflon valves in the 36 so fitting them to Beaver was a no brainer. Apart from it becoming apparent that one valve needed to be longer as the ports were not in the designed position, these are simple and have worked well. Adjustments had to be made to the reversing rod length so that the gear went forward and reverse by equivalent amounts and the alignment of both sides to be in mid gear at the same position. A few new bushes in the Baker gear removed some slop.

A ball valve was installed on the wet header as a regulator which involved a new regulator rod along the boiler and a mechanism in the cab to reverse the lever movement. It was a bit tricky fitting this in, but a mini arrangement of that used on the V class was adopted. On Beaver however it is suspended from the cab roof which was thickened up locally to take the strain. New stainless steel lagging was made and this was installed over 2mm Kaowool lagging (obtained from Camden Miniature Steam Services) which helped to bulk out the



Photo 6: The etched front number plate.

boiler to the right diameter, rather than provide insulation. It was quite good for this.

The original superheaters were reused with a revised header to suit the ball valve, although the pipes to the cylinders were a bit large in my view and while good for steam flow were very hard to align and do up. As well the header protruded a little more preventing installation of the petticoat, however it doesn't appear to have had any detrimental effects! The blast nozzle was repositioned to suit the regulation 1 in 3 and 1 in 6 profiles. As the chimney has a rather small internal diameter, this was easy to get right.

New cab fittings were made as well as new pop type safety valves that work a treat! These have silicon nitride balls in them and are as described in a recent AME. A new stainless steel backplate was made and rivetted to a copper flanged plate that fitted up under the lagging. A copper tube is silver soldered into the backplate and this fits into the firehole and locates it all. The cab floor is attached to the backplate and the cab then attached to the floor, so the rear end all hangs off the boiler. The original water gauge was clunky and Andrew talked me into a new one based on the one fitted to the Loft's "Porter". This is fully encased to support the glass and has the seals against the end of the glass tube with a pipe top connection, and is very neat in appearance while offering much improved protection for the glass.

A new injector was plumbed in (the original didn't seem to have one) and the original bypass valve was resculptured to look better. Final bits included the bell, relocated behind the chimney, a headlight, and a number box. The 0-6-0 seems a little light at the front as most of the boiler is behind the rear driving wheels. A dummy air reservoir was made and filled

with lead adding a useful 1kg to the front of the engine.

An axle pump is fitted between the cylinders. This was overhauled and relocated forward so a decent length of eccentric rod could be used. A Steamfittings lubricator was fitted ahead of it behind the bufferless buffer beam with an operating rod attached to the axle pump drive. Peter Bradley was fond of displacement lubricators and air tanks under each running board were utilised accordingly. These have now become dummy air tanks only! I don't know how much oil they held but it must have been very substantial!

A suitable (working) auto coupler was found in the US and this was obtained to adorn the front, as well as one for James' Buffalo.

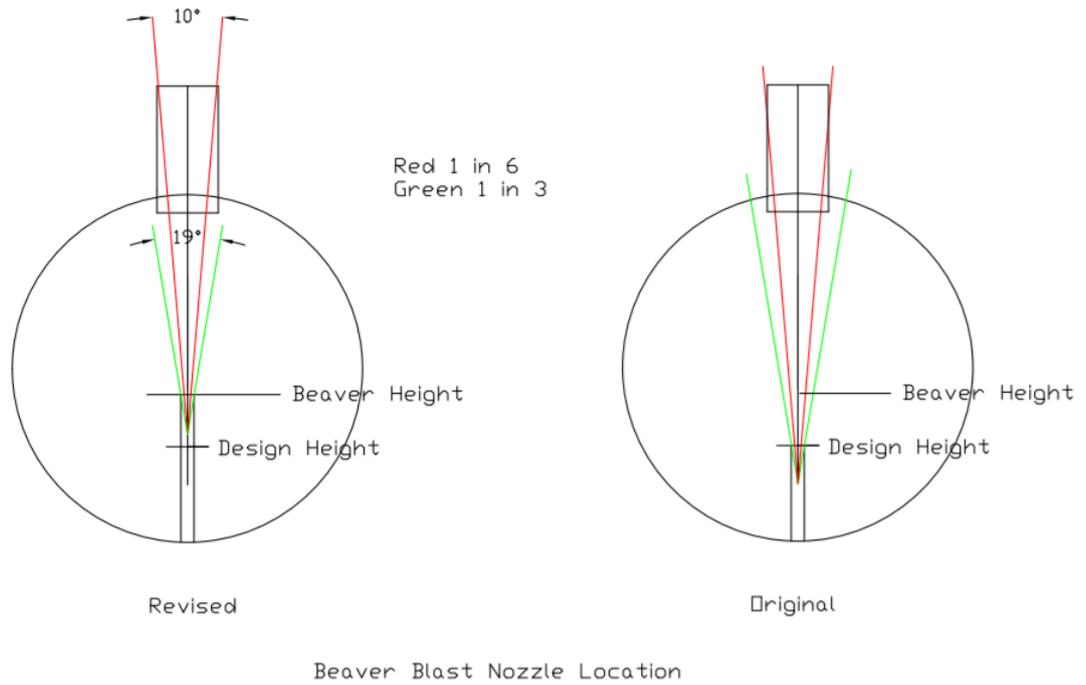
The tender needed a new pump ram and O ring, and linkage as the original broke. I make all my hand pumps now so they use a ¼" dia stainless rod as a handle. This requires a block with a hole on it as part of the pump lever, and it is much more secure. Hand pumps on little engines always seem to take a thrashing! The tender plumbing was redone as the injector water valve had to be relocated to the other side of the tender, and to match the new engine connections.

Andrew did some artwork for Canadian National transfers and plates and these were added and really set off the loco. As well some classification lights were obtained from Shapeways, and these look very nice. A battery is hidden inside the number box that operates an LED torch reflector in the headlight.

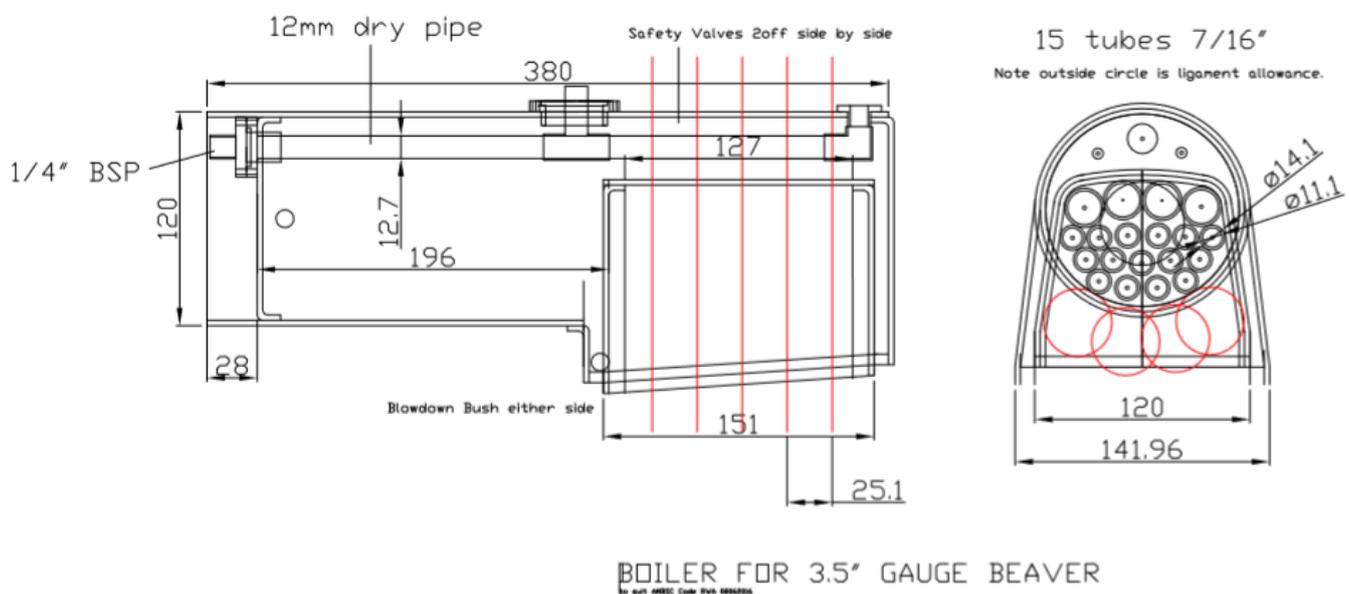
The theme is of a Canadian National switcher, painted gloss black and typical of the engines they had, if not of any specific type. It is quite a large engine for a 3½ inch gauge loco, especially seeing the wheels are very small in diameter.



Photo 8: Beaver in service.



Above (Photo 9): The variance between the design (right) and revised (left) heights for Beavers blastpipe.
 Below (photo 10): Beavers Boiler.





Above: Arthur storms upgrade with the heritage Mountain on our April running day.

Below: Bernie has a good load behind his Blowfly, also on our April running day.



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

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

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

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