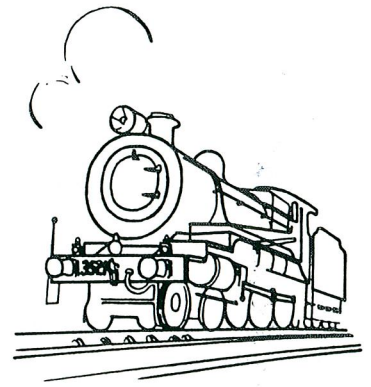


Allison

Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.



'Newsletter'

Vol.28. No. 4.
November 2000.

Running Day Reports.

August.

Record running day. Gate keeper John Noller had the busiest time ever for this duty, it even eclipsed the previous months effort by Mick Murray. The day was good for late winter the sun was out but there was some cloud and it did start to get a bit cold late in the afternoon. I counted nine distinct groups and with the many others present there were long queues at all stations all afternoon.

On the elevated track we ran two trains. Ken Baker, "Simplex" and Bernie Courtenay SMR 10 class, hauled the cars and a guards van. Jim Leishman ran Ps4 4-6-2 with three cars and a van, both trains were kept very busy all afternoon.

The ground level running saw variety of combinations. Henry Spencer and Max Gay ran one train on the inner track with TGR "R" class and "Bitza". The second train on the inner main was powered by Warwick Allison with the WAGR "V" class. The outer track was catered for by Ray Lee, VR "S" class assisted for some of the time by a visiting diesel out line locomotive, 422010. Matt Lee was in charge of Ray's C3803 and ran with Jeff Sorensen's C3142. The C30 class had a procession of drivers during the afternoon, Maurie Haynes, Neil Sorensen and eventually, Jeff.

The rides tally was 3552 (our biggest ever for a normal Saturday afternoon!) we had certainly worked very hard. It was nice to see Laurelle Larkin back at a running day again.

Olympic Week end.

September.

After all the preparations, squabbling etc., the Games had started. The weather could not have been better but the attendance for the two days did not feature in the medal count. Apart from that everything else about the week end was definitely GOLD. The club house display provided a great range of model locomotive engineering. There were some of the early locomotives from the Hurst collection as were other early items now in the possession of the Tullochs. The larger items that dominated the display were the chassis for Henry Spencer's Shay, Martin Yule's Steam Truck and the work completed so far on Ken Baker's N&W "J" class. The shay is progressing well, the three engine units are in place and work is continuing with reversing gear etc. The "J" class components completed so far give an impression of the bulk of this locomotive. The chassis, smoke box, fabricated cylinder block and saddle with the boiler shell made some of the 2 1/2" gauge locomotives seem microscopic. My own Z19, 5" gauge could have fitted in the firebox. The super heater elements showed a very skilful exercise in plumbing. Barry Potter provided some examples of work currently underway in his workshop. A 5" saturated C30T is well advanced, tender completed and the boiler almost ready to be fitted.

The boiler was on display as well with another two examples of Barry's boiler making. The chassis was of the usual exceptional craftsmanship we have come to expect from Barry, there were even a couple scale size fitters making some adjustments. Under restoration was the ex Hugh Ryan 4-4-0 "Virginia" now owned by Mick Murray, it is amazing the difference a clean up and some paint can make. A glass case contained a very attractive American style locomotive, built as a mantle piece model by Jim Leishman. It was impossible to pick that the tender body was a block of wood. The Z19 was displayed as an 0-0-0 with tender, it is now in many parts but the chassis is painted and the buffer beam a bright red.

Out on the grounds the Tulloch's had placed their scale water tower and signal box in suitable locations, some excellent photographs were taken. Potter, Lyons, Allison and Tulloch rolling stock was available for service and saw consistent use over the two days. The passenger numbers were very light, less for the two days than

we would normally carry in one afternoon. This was to give us a great deal of flexibility in how the railway operated. Some examples were as follows, Barry Potter, D5507 ran his goods train, later he was pressed into passenger duty. Bernie Courtenay, SMR 10 Class, hauled the Lyons goods trucks and vans for a couple of laps, stowed them and double headed with Barry's D55. After that stint Bernie marshalled all the NSW stock and ran bunker first for some time. Henry Spencer, TGR "R" class was the earliest out of loco on passenger duty, a variety of drivers relieving from time to time. The "R" class had a turn with the Allison WA wagons but this was cut short by some problems with the running gear. Or was it that the cow in the cattle wagon was too frisky.

The service on the elevated was almost the exclusive domain of Jim Leishman, Ps4 4-6-2, with a number of relief drivers.

The two days were very relaxing and well enjoyed by all who attended, it was very good to have had the chance to catch up with some members of other Societies who took up our invitation to visit on the Sunday.

October.

This running day started rather cloudy and cool but warmed up later when the sun was not so restricted. The crowd was very light at first but built up as the afternoon brightened. In contrast to earlier running days this year there was only one party group and no congestion.

The elevated line provided two services. Jim Leishman, Ps4, 4-6-2, ran with three cars and a guards van all afternoon and was joined later in the day by Paul Taffa, "Hunslet" also with three cars and a van.

The outer ground level saw Warwick, "V" class at the head of one train while the other was hauled by one of our standard combinations of Henry and Max with the TGR "R" class and "Bitza". The inner track had Ray Lee, VR "S" class, on one train and the second Graeme Kirkby 2401 double headed with Jeff Sorensen C3142. Graeme had some trouble with 2401's front bogie and was replaced by Barry Tolloch's D5902.

Later in the afternoon the whole train was stabled in the station road extension siding with a team of "experts" gathered round while the 59 underwent some maintenance.

As we know Graeme, with work rosters, has limited time at the grounds but it was reported that Graeme and his partner did a fine job with some weeding before getting steam up. We also were visited by a fellow enthusiast from Holland. The rides total for the day was 1866.

Lost Magazine. Old Glory.

Alan Mackellar would like to return a copy of "Old Glory" magazine that Martin Yule had lent to him. Alan had the magazine in the Club House and someone has "borrowed" it. Please check your magazine collections as Alan would like to return it to its rightful owner.

AALS Web Site

An AALS web site has been set up to help improve communications between all members of societies. The site has information on AALS history, the operating and AMBSC boiler codes, insurance, contact details, club links, and the most useful of all- *the latest news!* The news page includes appropriate correspondence to clubs (such as clarifications by the AMBSC Secretary) and details of motions that are put up by clubs for adoption. If you want a look go to: <http://www.pnc.com.au/~wallison/aalshome.htm> This is a 'trial' site to assess the reaction. Ultimately it will get its own place & domain name.

SLSL Email List

Your President maintains an email group of 15 members with which I can bombard members with all sorts of propaganda and meeting reminders. If you get connected to the world wide web, please let him know so we can add you to the list.

Members Running Days. by Mark Gibbons.

A new special running day will be held on Saturday 3rd. March, 2001. The format will be similar to the President's Breakfast / Christmas Party events so as to include a Barbecue. It will be an ideal occasion to bring along model rollingstock and scenery as well as have unusual consists, combinations, running directions etc. It's also a good opportunity to photograph these trains with the whole grounds available for the best locations.

Please note that this is an addition to the current members running day of the first Saturday of each month.

Some members have not been aware of these, I didn't know until recently. These running days are an ideal opportunity to try out and familiarise yourself with operating your locomotive without the possibility of holding up passenger carrying trains. Those members with 2 1/2", 3 1/2" or seldom used 5" gauge locomotives may find this a good time to steam them.

In recent years these monthly members running days have been poorly supported so please bring your loco along, the more the merrier.

P.S. Last first Saturday Brian Rawlinson took his "Blow fly" to the grounds for a run. With some presidential goods trucks in tow Brian had a good afternoon's run.

Afternoon Refreshments.

Ken Baker has suggested that members may like to organise their time to gather at the Denistone Bowling Club, just across Park Lane, for refreshments after our Saturday working days or running days, with the summer months approaching it sounds a good idea.

Christmas Party

This will be held on the 2 December (the first Saturday in December). Members, family and friends are all invited to a BYO BBQ tea. Come as early as you like, bring those engines, and run as late as you like! Take advantage of the long daylight hours and the excellent company to have a relaxing evening amongst steam, smoke and friends.

New Years Eve Run

Another opportunity for a BYO BBQ! Following on last years great success those who want to steam into the new millennium can make use of the wonderful facilities. From viewing the fireworks (on the TV) to a gentle social discourse amongst friends and watching the glint of the rails in the moonlight as we steam into 2001, all are welcome!

Easter Convention

This will be at Penfield South Australia in Easter 2001. Forms have arrived and are on the notice board. There is a significant discount for registration before the end of the year. It is understood that track extensions are in hand, although there will be no 3 1/2 inch gauge available.

Blowfly Rally

We have offered to host the 2001 Blowfly rally at our grounds in 2001. The proposed date is the last Saturday in June. Hopefully there will be some party games and a BBQ tea (What another BBQ!!) If this happens it will be the first time for some years that we have hosted a true interclub event, and one that is focused on 5 inch gauge!

Anniversary Book

There are still copies available. Cost is \$7.50. See Warwick or the ticket seller on running days.

Membership News

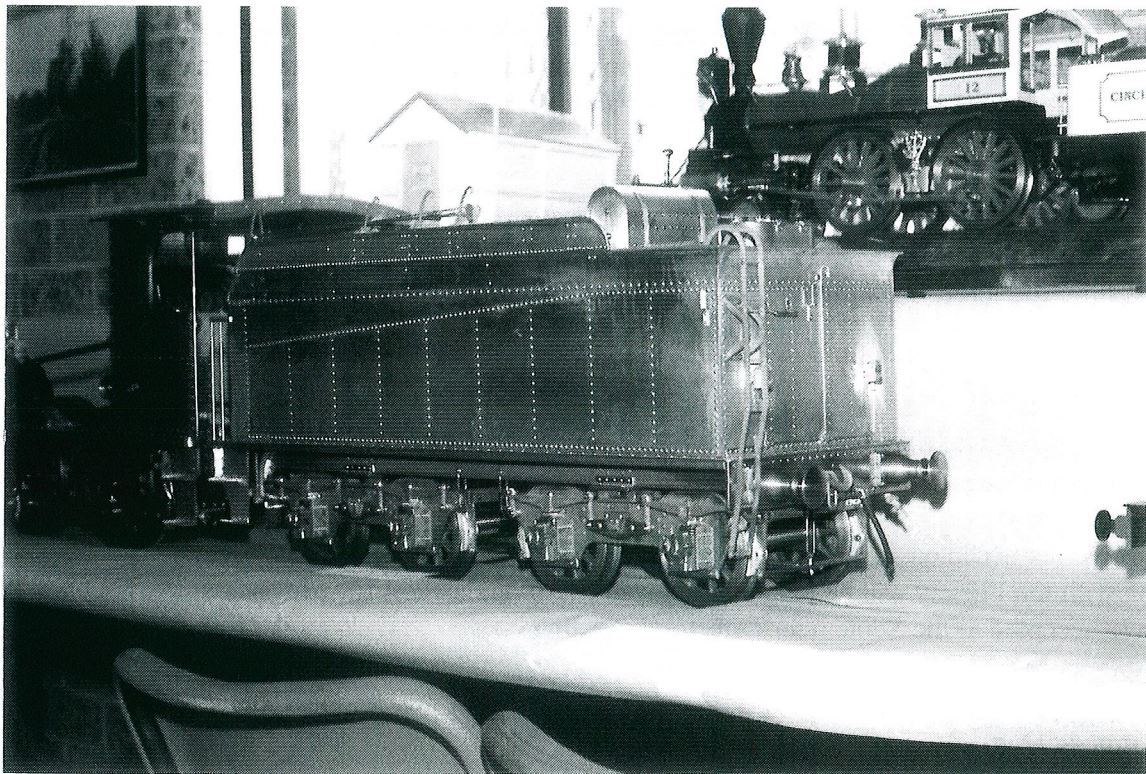
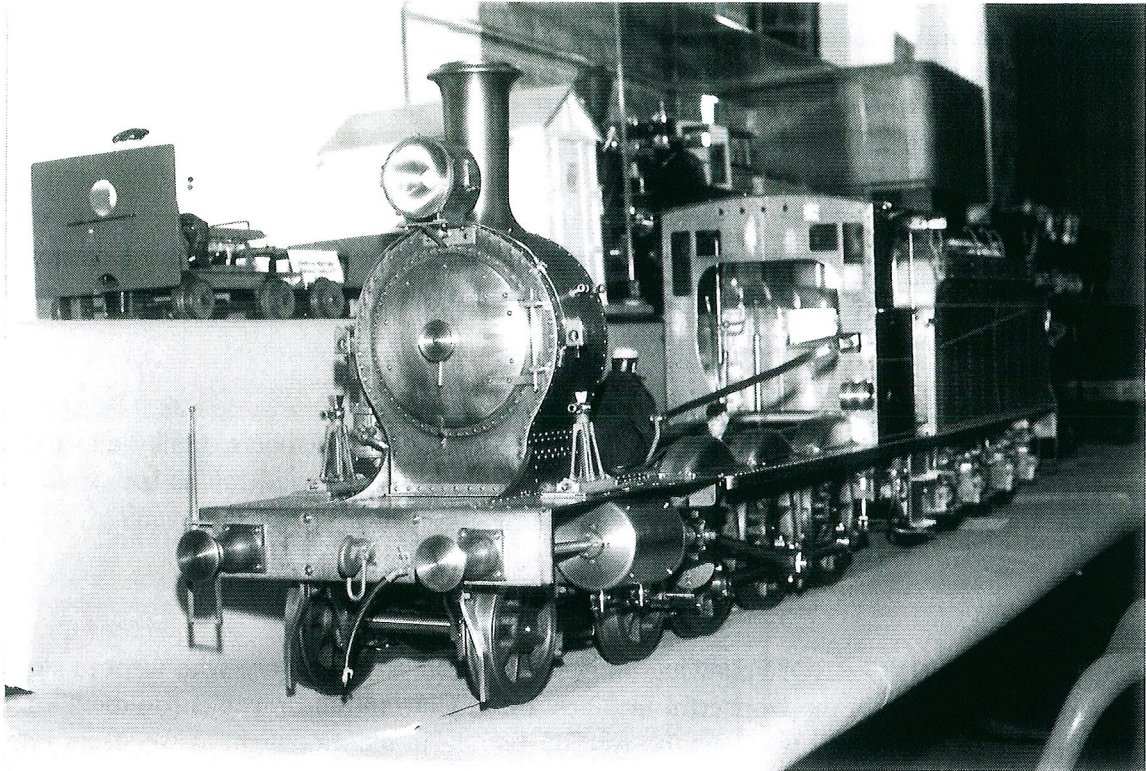
Scott Murray was accepted as a full member at the October meeting—congratulations Scott, we trust your association with the Society will be long and enjoyable. An application for provisional membership from Brian Muston was accepted at the September Directors' meeting.

Works Reports

Old Clubhouse Upgrade

Allan Cottrell, Jack Grierson, Brian Hurst, and Bryce Peak have been progressing this work, which includes repainting. So far they have even painted rafters that have never seen paint before! Persons standing in the area of the old clubhouse are warned that they will become a lovely shade of pale green if they do not move!

A COLLECTION OF OLYMPIC WEEK END PHOTOGRAPHS.



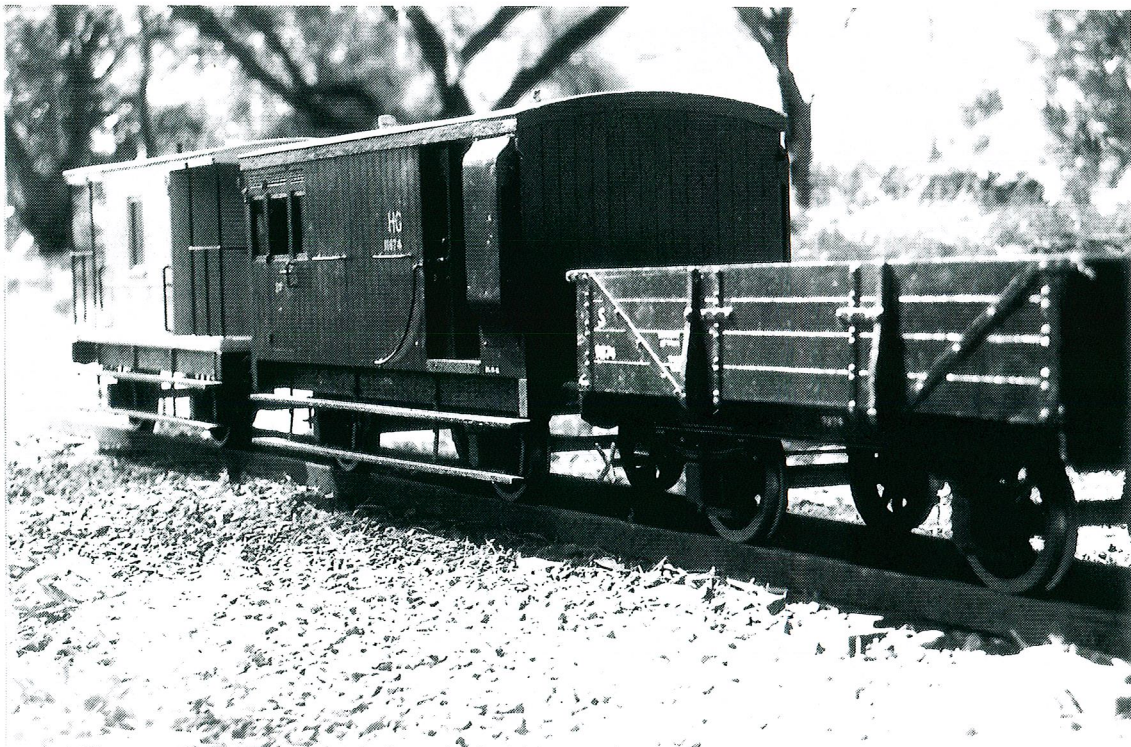
Two views of the C30 T Barry Potter has under construction.
fettlers train and Jim Leishman's glass case model.

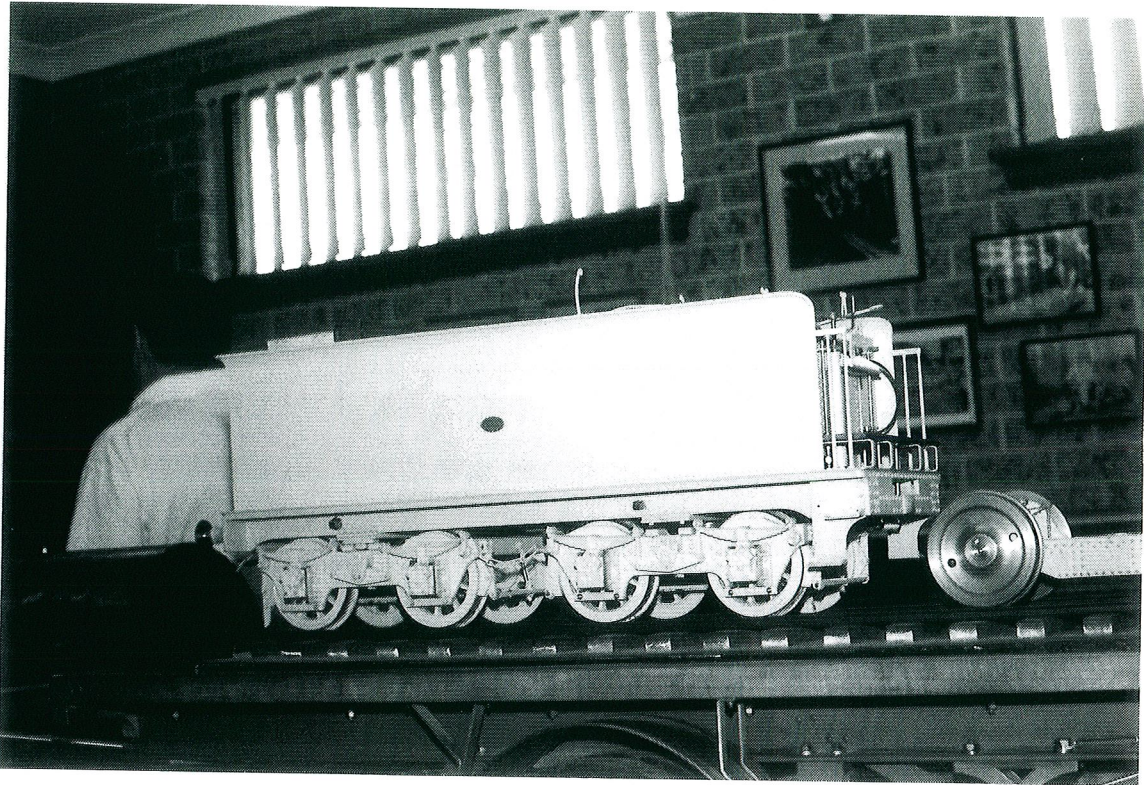
In the background can be seen the Allison
Both photos. John Lyons



Both these photos by Brian Carter have captured some of the atmosphere we enjoyed on the week end. The top photo of John Tulloch's "H" class, with the signal box, water tower and rolling stock, but for the heavy rail and the club house in the back ground could be any country scene.

The lower photo is of my guards vans and timber "S" truck.



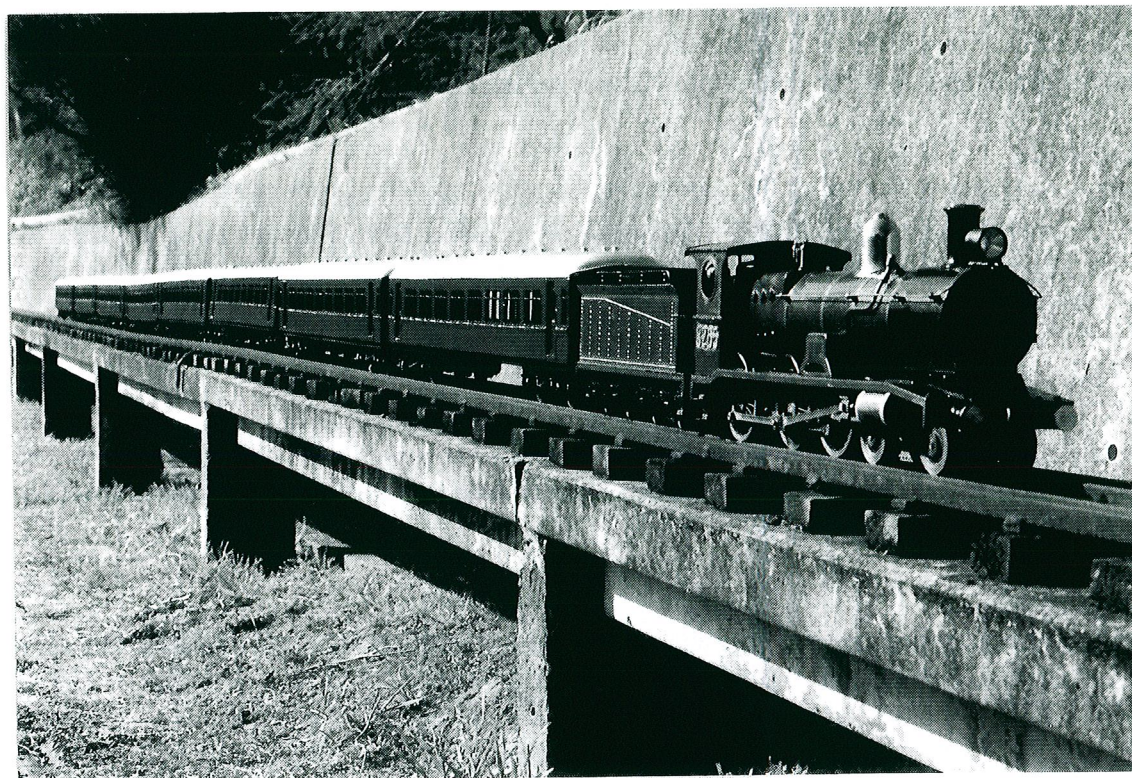


John Tulloch's "P" class tender and front bogie residing on the tray top of Martin's steam truck.



Dian Lee performs for the gents as they enjoy some refreshments.

Both photos Warwick Allison.



An express passenger train of a long past era. This 2 1/2" gauge C32 class and carriage set belong to Barry Tulloch.

Photograph taken by Warwick Allison.

Boiler Certificate Renewal.

The list of boilers has been supplied by Brian Kilgour. Please note that the first three listed are out of certificate.

S.Larkin.	NA 73.56	5"	4-4-0	3. 5. 00.
R.Lee.	NA 79.98	5"	4-6-0	14. 6. 00.
W.Allison.	NA 74.68	3 1/2"	0-4-0	12. 7. 00.
J.Hurst.	NA 72.46	2 1/2"	4-6-2	14. 3. 01.
J.Lyons.	NA 76.79	3 1/2"	2-6-0	19. 3. 01.
M.Yule.	NA 96.142	3"	scale Foden.	4. 7. 01.
S.Larkin.	NA 88.129	5"	4-6-0	25. 7. 01.
J.Leishman.	NA 92.134	3 1/2"	2-6-2	29. 8. 01.
K.Baker	NA 95.140	5"	0-6-0	19. 9. 01.
J.Leishman	NA 87.125	5"	4-6-2	17.10.01.

Elevated Track Anti-Tip Rail

Jim Leishman has been slowly progressing with the installation of the anti tip rail around the elevated track. This is an important part of the safety facilities on this railway. I am sure Jim would appreciate some assistance. So far the station area and the bottom curve have been fitted and it has proved effective.

Big Retaining Wall

While the wall is up, work is still needed to rebuild the ballast siding. This will have steel uprights and heavy bar for rails to make the arrangements self supporting. Henry and Bernie are working on this "behind the scenes"! David Thomas has planted some greenery on the bank. He tells me that it is an ideal site for those silky oak leaf rakings!

Weedkiller Train

The weedkiller train is now in service. This battery powered contrivance built on an historical early club riding car can spray the track in a fraction of the time, and with greater coverage than that which can be achieved by hand. It does require some manual horsepower (preferably coupled on the up wind side) and is also awaiting its coat of yellow paint.

Ground Level Railway

Resleepering and track maintenance is continuing on the ground level railway. We are definitely on a roll with this, and the work has included the laying of weed mat over a reformed base and new ballast. Another 500 or so new sleepers have been obtained and cut to size (thanks Pete) and then given the soak treatment. Recent work has included the inner main and inner platform tracks, and the inner loop near the BBQ. Work has also commenced on some upgrading on the outer.

Elevated Carriage Shed Traverser

The traverser is now in place on the rails and it is of an elegant design. There is still much to do to erect the entry road and provide a shunting neck. This work should open up this area somewhat and reduce the 'fight' to put those cars away.

Information Display

Following a suggestion from Ray Lee, we have produced some informative posters showing a picture of the prototype locomotive and its main details with a potted history. These have proved quite popular with visitors. Sixteen are displayed on the club house wall. This was in place for the Olympic Run. If your loco is not one of them, then a picture and some details will see that rectified.

Videos

Both video players are now set up for the use of members. Mark Gibbons has provided some instructions on the cupboard door.

That BBQ

Rolf Collett has provided warranty service on the BBQ (just in time for Christmas!) This has included the repaired hinged door being cemented in place and a draft reducer for the chimney to help prevent the snags from being instantly burnt! As the BBQ plate is cracked Trevor has advised Rolf that it should be returned to the manufacturer as defective. The problem is we can't find the lifetime warranty papers!

Ground Level Carriages

John Hurst can tell you just how much maintenance these cars need. While the running gear rarely needs any work, the brake gear is quite a different situation. Between perished rubber hoses, broken beams or bent linkages, there is usually always something to do.

Diary

2 December

Christmas party for Members, Family and Friends, BYO BBQ tea

5 December

Members Meeting

17 December

Public Running Day

31 December	New Years Eve Run & BYO BBQ
9 January 2001	Directors Meeting (Note-this is the second Tuesday)
20 January 2001	Public Running Day
6 February 2001	Members Meeting
17 February 2001	Public Running Day & next newsletter!
24 February 2001	Lake Macquarie Birthday Run
3 March 2001	Members **Special** BBQ lunch & running day.
13-16 April 2001	AALS Easter Convention, Penfield South Australia

Garden Roster.

Dec. '00.	B.Courtenay, K.Baker, B.Carter, V.Condon, J.Grierson, M.Haynes, L.Pascoe, J.Sorrensen, N.Sorrensen, P.Taffa.
Jan. '01.	J.L.Hurst, J.B.Hurst, A.Cottrell, A.Coucill, J.Leishman, J.Lyons, P.Lyons, B.Peake, M.Tyson, M.Yule.
Feb. '01.	B.Hurst, T.Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.
Mar. '01.	W.Richards, W.Fletcher, F.Collins, M.Gay, S.Larkin, D.Lee, J.Noller, G.Robertson, H.Spencer.

Gate Roster.

December.	G Robertson.	January.	V.Scicluna.	February.	P.Shiels.	March.	N.Sorensen.
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Editorial.

Once again we come to the end of another year, whether it is the end of the millennium or not it up to you to decide. Thank you to the members who have contributed to the compilation of the Newsletter.

A thought about our public running days. My daughter and her boyfriend sail a "cherub", a 12' skiff that is either flying with the wind or on its side with the pair of them trying to get it upright and back in the race, they sail with one of Sydney's long established sailing clubs. The other night my family attended a fund raising "Trivia" night for the club to help cover the cost of re-planking their deck and other necessary improvements.

The thought crossed my mind that we are very lucky that enjoying the running of our public days and the support we enjoy from the public we are free to not have to worry about any other form of fund raising. We should all keep in mind the benefit of these days and make a special effort to attend and help out in the operation of the afternoon's activities.

Best wishes to all members and friends of the SLSLS, have a happy Christmas and a great New Year.

John Lyons.

1988. Australia's Bi-Centennial year. Some Railway Events.

by Graeme R. Kirkby. cont.

On the 28th. October 1989 I enjoyed my last trip on the footplate of "Flying Scotsman", firing from Moss Vale to Sydney and Eveleigh. From Sydney to Moss Vale my mate and I travelled passenger in the third car from the front, the load being 12 for 345 tonnes. About 35 mph was reached climbing Spaniards Hill with a good dash down the other side. Arriving at Picton it was found the tandem air compressor was again giving trouble, although working it was not pumping much air. In fact the main reservoir pressure was so low it was causing the brakes to creep on as the train was backed away into the refuge. 3642 with Driver Dave Thurlow of Moss Vale was to assist the train, originally "in the shafts" but due to the air troubles on 4472, 3642 went into the lead to control the air brake. After some delay we departed and climbed the grade to Picton tunnel for a photo stop. With the photo stop completed we were treated to a most magnificent and exhilarating run from the two engines climbing the 1 in 75 grade to Tahmoor. In the third car I could clearly hear the loud exhausts and it was apparent that both engines were being worked harder than normal. We steadily gained speed until Tahmoor, four miles on was passed at 55 mph. Beyond Tahmoor the crews eased both engines slightly as we climbed the Southern Highlands in grand style with columns of smoke shooting high and cinders coming down like rain.

At Moss Vale 3642 worked the train to Robertson while 4472, after turning on the triangle went down to loco for attention. The defect with the compressor was in the air end, it was racing but could only manage about 40 to 60 lbs. of air instead of 100lbs. A lubricator for the pump also depended on air to make it work and because there was insufficient air, full lubrication was not achieved and so the air compressor was very hot. To make matters worse the thread on the air compressor stop valve in the cab had stripped and steam could not be shut off to stop the compressor for repairs. We were expecting it to seize up at any time but amazingly it kept going for the remainder of the day though it was annoying to hear it continually pounding away. (it was rather ironical that the only part of the engine that gave any real problems to the crew was a piece of equipment totally foreign to the engine on its home ground - the air compressor.)

Soon the 36 class returned from Robertson and with both engines coupled to the train with 4472 in the shafts, we set off. Of course with favourable grades most of the way to Sydney , and 4472 being such a good steamer, I had a very easy trip home. In fact most of the way from Mittagong down to Picton, the fire was out in the front half of the box yet she still wanted to blow off with the damper closed. In all my career I have never experienced such an easy trip. Later that evening at Eveleigh we estimated we had used about one tonne of coal for the 91 mile journey ! (about 24 1/2 lbs. per mile.)

While on the return trip the Chief Engineer had been grappling with the problem of the air compressor. The engine still had one more day in steam before returning to the U.K. This was two return trips to Gosford the following day , 229 miles, coupled with 3801 all day. The 38 could supply the main reservoir air through a suitable connection and hopefully 4472's compressor would not be needed. There was no way attention could be given to the compressor or stop valve without dropping the fire and letting all steam go. So a decision was made to flatten the steam supply pipe to the compressor. Three of us were in the pit looking for the most suitable location on the pipe and somehow the job fell to me. We placed a steel wedge above the pipe for support backing, heated the pipe with an oxy torch, remembering it still had 50 psi. of steam flowing through it. It was a copper pipe of about 1 3/4" dia. A copper headed hammer soon had the deed done and around 10.30pm the compressor made its last "chuff" and I left my "mark" of "Flying Scotsman".

The following day, 29th. October, 4472 made its last runs in steam in Australia, the two round trips to Gosford coupled with 3801 and a load of 12 for 550 tonnes. The last ascent of Cowan Bank was negotiated in 14 minutes after a very spirited run at the grade round the curve at Hawkesbury River station.

A social evening and send-off to the British Rail Drivers and all the "Flying Scotsman" support crew was organised for the following day and a good time was had by all.

The next day the boys were busy packing all their tools and spares into the boxes, taking down the connecting rods and preparing 4472 for her sea voyage home. Where 13 months earlier I had removed grease from her rods and slide bars , I now found myself literally up to my elbows in grease reapplying the stuff for protection from the sea air. While in Australia , 4472 travelled some 28,000 miles (45,080 kms.).

Finally on the 3rd. November 1989, 4472 "Flying Scotsman" was towed dead from Eveleigh to Darling Island wharf where she was loaded on to the "Titan" crane barge to be towed to White Bay for loading on board a ship. So ended for me and many of my fellow work mates, a wonderful experience with a world famous railway engine.

In the following days I said goodbye to the U.K. boys , who, except for a short visit home had been away in Australia for over 13 months.

One matter of concern to the "Flying Scotsman" support crew was the poor condition and low standard of the railway tracks in Australia. During their stay in Adelaide (August 1989) the "Flying Scotsman" ran a number of shuttle trips on the standard gauge to Pelican Point and return. They found the track not the best. A few days later Roland, the Chief Engineer, asked a chap - who apparently did not know too much about the lines in Adelaide - how far it was to Pelican Point. Roland wanted to keep tab of the mileage 4472 had travelled. The chap replied, " Oh, you wouldn't have gone to Pelican Point, there is no standard gauge there. " Replied Roland, " Aye, I though as much. we must have been travelling on the sleepers after all ! "

The End.

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

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Postal Address: The Secretary, PO Box 124 West Ryde NSW 2114

Web Page Address: <http://www.pnc.com.au/~wallison/sls.htm>

Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each