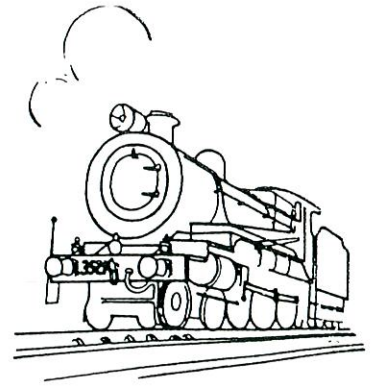


ALLISON

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



'Newsletter'

Vol.29. No. 4.
November 2001.

Running Day Reports.

August. After the large crowds on the previous two running days we were expecting another very large turn up. The weather forecast changed that as the strong winds predicted for the Saturday arrived and I am sure kept many people in doors. The big tree near the ground level loco lost a rather big section, it fell away from our grounds and fortunately for the house on the property it was cradled by another tree and I do not think there was any damage. The branch on the same tree that heads towards the signal box is still there. Apart from the wind the day was sunny but cold, there were four party groups and plenty of room for everyone.

On the elevated track Jim Leishman ran the Ps4, 4-6-2, with three cars and a van. Ken Baker and Bernie Courtenay, "Simplex" and SMR 10 class ran a train of five cars with a van. Brian Rawlinson had his "Blowfly" running and later in the afternoon entered into revenue service triple heading with Ken and Bernie after they had stabled their train for afternoon tea 'crib'.

On the ground level there was some variety throughout the afternoon. The inner track saw Graeme Kirkby, 2401 4-6-2 on his own early in the day. Graeme was joined by Warwick Allison "V" class for the bulk of the running time. When Graeme returned to loco Warwick continued till the end of the day. Ray Lee's C3803 hauled the second train on the inner with Ray and Matt alternatively at the regulator. Peter Shiels ran one of the outer trains with C3901 while the second on this track was hauled by "Bitza" Max Gay and Henry Spencer TGR "R" class late in the afternoon the "R" class ran the train on its own.

We carried 2007 passengers for the day which was a good total considering the small crowd.

September. A very good roll up though not the size of the bumper days of June and July. There were lots of party groups with the best areas taken up very early. For the first time that I can remember it looked that the elevated track would not be in operation as a number of the elevated regulars were un-available. Jeff Lorenzen with C3142 ventured on the elevated with two cars and a guards van and was later joined by the Mulholland panier "Pansy" also hauling two cars. Jeff should be commended for this driving feat as riding on the elevated on board a ground level riding truck would take some getting use to. Well done.

On the inner ground level the two trains were in the control of, Warwick, "V" class with six cars and Henry double heading with Max, TGR "R" class and "Bitza" respectively, also with a six car train.

On the outer track, visitor Ross Bishop drove his narrow gauge "Toneya" at the head of one train while on the second train the driving duties were shared by John Hurst, 4-8-2 "Mountain" early in the afternoon replaced by Ray Lee with C3803 mid way through the session. (Ross later told Warwick that he enjoyed himself immensely with everything going smoothly and that he thought, as a club, we "had it all together") Back up locomotives from the Tulloch stable D5037 and D5902 were in loco for the afternoon.

Late in the afternoon a derailment as a train departed the inner station caused some damage to the main line; this resulted in all trains being run through the station loop to avoid the damaged section of main line track.

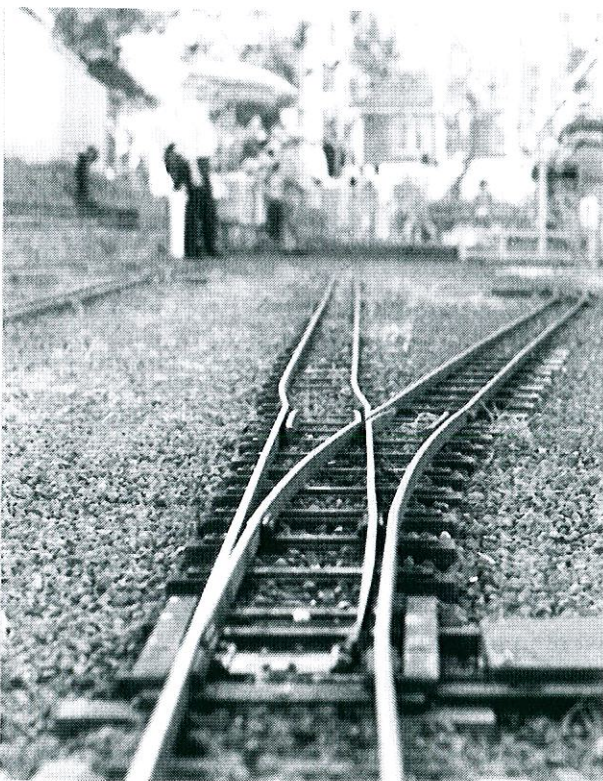
The passenger count was 2740 for the afternoon. 18 of these were free rides from our footwear campaign.

Provisional member Peter Sayers presented the Society with a microwave oven; this will be much appreciated by all members and especially by our canteen ladies. Thanks Peter.

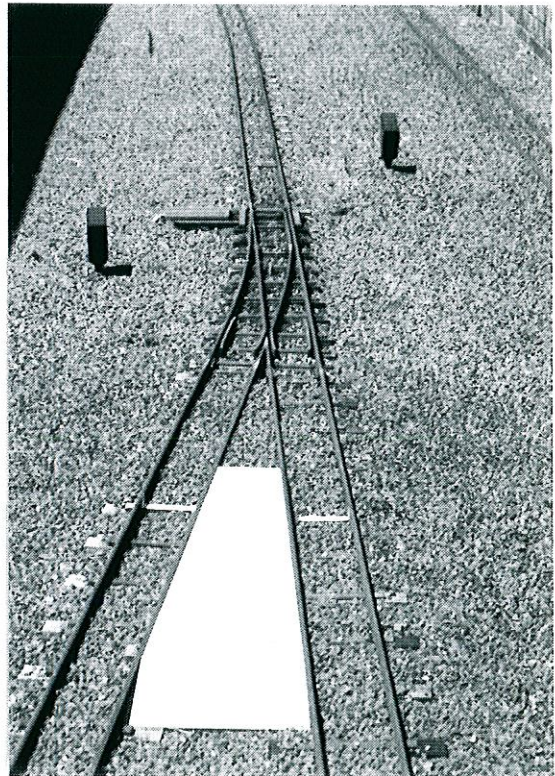
October. The weather forecast was not the brightest but the day turned out to be fine, if not a bit cool and windy. The usual party groups took their spots early in the afternoon and with Mike T. having some assistance on the gate (Mark G and David T) the queue was not too long.



A group of supervising experts contemplate the kink on the Inner Main that occurred during the September running day.
Photo. Warwick Allison.



This is what the supervising experts were Concerned with, just what are we going to Do !



The experts came up with the right solution, all straightened out and in operation for the October running day.

Photos John Lyons.

The elevated track was not so neglected this month and saw some interesting running. Brian Carter had his 0-4-0 "Perseverance" back in steam after its boiler inspection and tone up, and ran with Bernie, SMR 10 class on a five car train, 0-4-0 in the lead with 10 class as train engine. Jim Leishman Ps4 4-6-2 hauled three cars and a van, Paul Taffa and his "Hunslet" ran the third train.

The ground level saw some interesting combinations during the afternoon. On the inner track Warwick ran his WAGR "V" class on one train while the second was hauled by John Hurst, 4-8-2 mountain. The outer had a triple header, Matt Lee driving Ray's C3506 was train engine, Max Gay with "Bitza" was coupled in between John Tulloch 4-4-0 "H" class as lead engine. "Bitza's" wheels had to fly to keep up with the larger express passenger driving wheels. Peter Shiels C3901 and Jeff Sorensen C3142 ran the other outer train early in the afternoon. Peter was later relieved by Barry Tulloch D5902 and after a short spell in loco replaced John Hurst on the inner.



The triple header on the outer main.

Brian and Bernie on the elevated.

Both photos John Lyons



A comment from Warwick. The total of 2342 rides was actually the best October figure for the past 8 years that I have records for on my computer. It also places us in No.2 position for the year cumulative to date, although I doubt we will pull into No.1 spot as we lost April to rain. Apart from this we are consistently higher each month over the average, helped no doubt by the two months we exceed 3000 rides. In my opinion, the footwear issue was also much improved on the previous month, I think the message is getting across. We have new signs at the entrance and the ticket box ready to go (thanks Jim), they will be up for November, and we have already changed the signs on the entrance to the stations, on the web site and the answering machine now mentions it.

Kent Rd & Narooma School Visit 26th. October.

Henry TGR "R" class ran the ground level train and Jim Ps4 4-6-2 ran on the elevated for the visit by Kent Rd and Narooma schools this year. We gave rides (& a good time) to about 150 kids and all went well. There was a good roll up of other members to assist and ensure that the event ran well. Henry mentioned that the Kent Road teachers said that the day was the 10th. Anniversary of the school enjoying the facilities of the SLSLS.

Club Visits

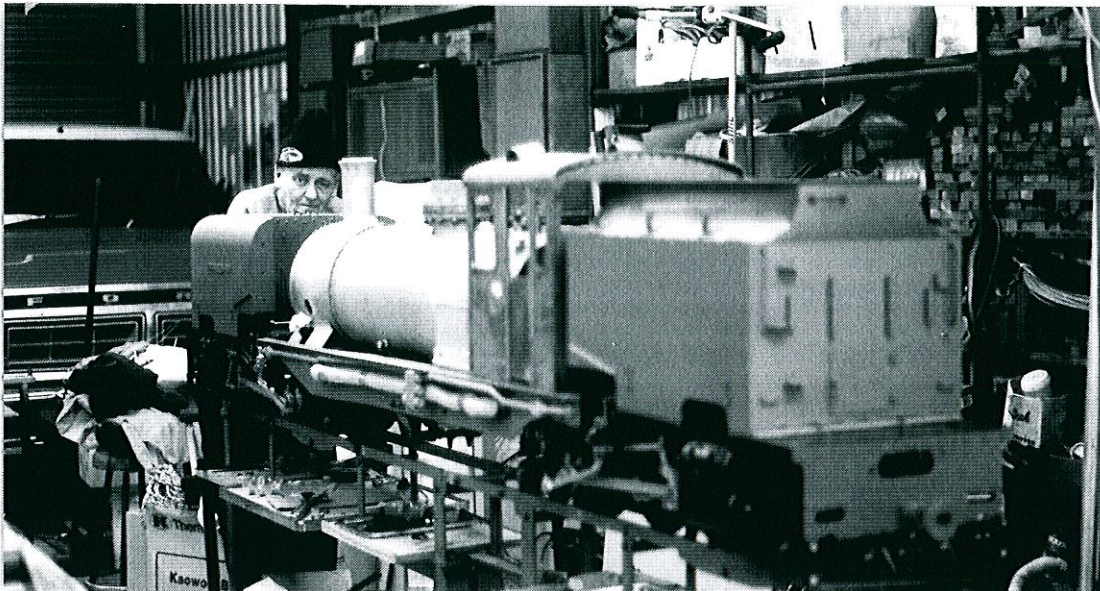
A fair number of members attended the Hornsby Club's birthday run. Although no SLSLS engines were present, we were very impressed with the display, which included some O gauge electric, and early LBSC live steam models such as the simple garrett, Bat, & Josie. Having no locos meant we could yarn away, (which we did for a considerable period), and also hi-jack Brian Jones' Blowfly. We had a visitor from Holland in Andrew Mottrem who was here on holidays and by all accounts he enjoyed his visit immensely. One secret divulged on the day concerned one of our member's visit to the Mudgee club. He maintains its a good event because the Newcastle blokes attend and play up. However they contend they behave themselves and its our member who plays up!

That Garratt.

Some members have probably noticed the photo on the notice board of a fellow wearing a beanie hiding behind a 5" gauge model garratt. Trevor Collett, the beanie wearer, has provided us with some details of the project.

South African Railways NGG16. Why I write this I'm a bit uncertain – probably tired of working on it, but completion is getting nearer. I would not ever build another similar machine for several reasons. 1. would not live long enough. 2. Can't remember.

The last batch was built in S.A. in 1969. The prototype is 24" gauge 2-6-2- 2-6-2. SA Railways were quite prepared to supply complete sets of drawings (about 240). I obtained 106 high quality dye-lines.



The model is approximately the same loading gauge as "Mountaineer". Overall length 10' 3", cylinder bore is 2 1/2", boiler dia. 12", grate 11 1/2" X 11 1/2". Tubes 5/8" dia. X 41, 1 1/4" dia. X 6, superheating elements 6 which extend into the firebox. Driving wheels 6 7/8" dia. All axle boxes and valve gear contain needle rollers or races, coupling rods are done in bronze.

Water tanks and coal space are made from 1/8" or 3mm plate by pressing and brazing. I made patterns for the cylinders (and core boxes); axle boxes and wheels allowing for steel tyres. Suspension is completely compensated.

As in "Mountaineer" piston and steam chest rings were made from good quality iron using the receipt in " So you want to build a steam locomotive".

Both engines have run for several hours on air and oil and seem to enjoy it. The original intention was to use flexible hoses for delivery for steam delivery and exhaust through main pivots, but fairly close copies of the prototype were made using steel, bronze and teflon.

One useless statistic – a poor steam (or water) molecule has to travel from the dome through the regulator, superheater plumbing to the rear cylinders, work, return via the plumbing to the blast nozzle and top of the chimney, a distance in excess of 26 feet.

I have been very fortunate up here in having a big pressure vessel firm in the area, with some very skilled / interested / co-operative employees. These people run a recognised laboratory with access to others in Australia, all will remain nameless at this stage. Several weeks ago the above firm produced a pressure vessel about 6' dia. With a wall thickness of 6" or 150mm. Trevor Collett.

3801 & the Christmas Party.

Members are encouraged to bring items for display, plus their locos on this day as we are hosting 3801's Christmas BBQ lunch. Members will be fed for lunch. In the evening everyone is welcome to invite their family and friends for a BYO BBQ tea. This is always a good time, so make a date of it! It is quite likely that a few members will also stay behind after the normal running day for a bit of a wind down and low key social evening.

New Years Eve

I suspect a number of members will also be frequenting the club this evening (which is a Monday night). BYO everything (sleeping bags as well if you are really keen!). We'll watch the fireworks on the tele and savour the aroma of freshly burnt coal!

SLSLS E-mail List

Now we have an e-mail group of 18 members! The best and easiest way to be added is by using the e-mail link on the SLSLS home page.

Anniversary Book

There are still copies available. Cost is \$7.50. See Warwick or the ticket seller on running days. Stocks of these are certainly being depleted and they will not last forever! Our correspondent in 'Railway World' called it 'an excellent guide'!

Name Badges

Another list is on the noticeboard. If you want one, just put your name on the list. Remember to spell it as you would want it to appear on the badge! Orders will be placed when the list reaches half a dozen or so names.

Membership News

Ken Baker is in Melbourne for a while on officer training. The difficulty with this is the delay in J production, the bonus is some stripes!

Standardised Air Fittings for Steam Raising.

Thanks to David Lee for the donation of some new air fittings for the loco depot. There needs to be some adjustment to the elevated loco fittings, but we are well on the way to having them all changed. Members are reminded that they will be best served if they have their own air hose. If you need a male fitting to suit the new fittings, please see Bill Richards.

Child Protection Act

All members and other helpers will by now have received and returned the Prohibited Persons Declaration form. Volunteer members need to complete a declaration that they are not a prohibited person. These would be filed and not sent anywhere. There was good response from members in response to this red tape imposition. Many thanks for your prompt responses, it certainly makes the administration side of running the Society a lot easier! There is plenty of info on the web about the requirements. Look for the links on the AALS News page, which you can access from the link on our own page. Completion of the declaration is now also a requirement for membership.

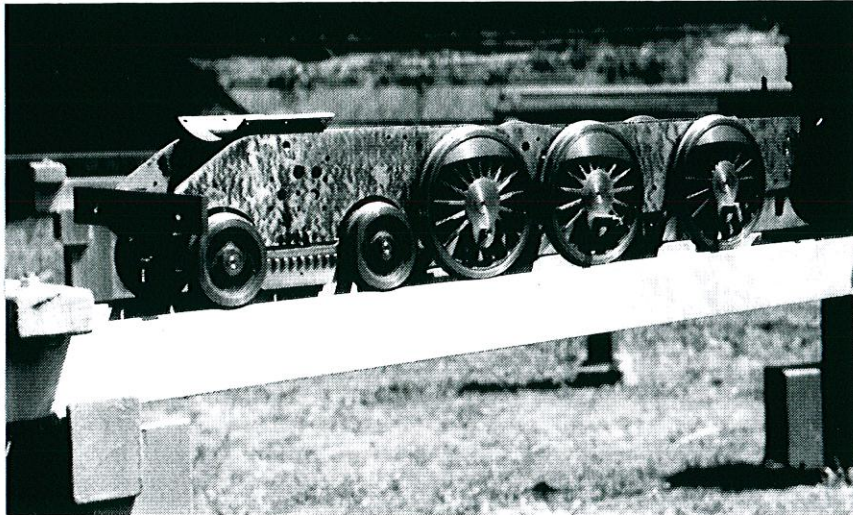
2002 Convention at Evandale Light Railway and Steam Society, Tasmania.

Its time those arrangements are made for those wishing to attend. My information is that the boat is full of cars for 27th. March (a waiting list exists) although the 25th. March is still a possibility. TT-Lines who run the ferry

have a web site, or alternatively have a look at the paperwork on the notice board. (It could be that some of the tour operators will have spaces on the 27th). Don't leave it too late!

Loco & Rolling Stock News

Ray Lee has had his new 30 class boiler hydraulically tested. Martin Yule has had a recent steam test on the Foden prior to attending the traction engine rally in Mannum, and the unit is now in blue paint!. John Tulloch is progressing with the rebuilding of the big J (not the bigger J!) with new wheel castings and tyres, and new rods. We waiting to see what valve gear it sports when it emerges from shops! Bernie showed us his 3½ inch gauge 36 class rebuild. Just a chassis at present, but it has new axle boxes and axles, crank pins and most parts remachined! (I thought he obtained a preloved loco-but it seems it was just an assembled kit of parts!)



Bernie Courtenay's 3 ½" gauge
C36 class undergoing restoration.

Photo. John Lyons.

Entry Tickets

The result of a discussion about parties in the grounds at the October members' meeting is that we should be able to pre-sell entry tickets. This would allow organisers of parties to provide tickets to their guests for entry. We can then implement a policy of ensuring that anyone who comes in either pays or has a ticket, and hopefully this will reduce the problem of attempting to count how many are in each party (which party?, whose party?!) and chase up payment later.

The adult tickets are red and the child tickets are yellow, and they look quite spiffy, with the 35 class in shadow behind. They have a message about enclosed footwear, plus when we run. Anyone inquiring about parties will be advised of this facility and we will post out the required number of tickets on receipt of a cheque and a stamped self addressed envelope. There is a cost to do this of course, but I imagine the few tickets that we sell but are never presented will make up for it. Tickets will be 'authorised' when sent. Gatekeepers will be informed of the arrangements. On handing them in, they should be torn in half and fed to a firebox! One of our party organisers has described the provision of these tickets: "I was only just the other day thinking about meeting guests at the gate etc and how that might be a nuisance. Not now thanks to your society's brilliance!" Should we take a bow!?

More about Feet

We now require fully enclosed footwear to ride on the trains. The biggest impact of this on members is when we have to decline a ride due to the wrong footwear being worn. It is not particularly pleasant to have such confrontation, but if we all work together then we can ease the situation. The aim is that people are visually & verbally advised to the end that they do not present for a ride if their footwear is not up to it. We have managed the education of our visitors by handing out our footwear flyer over the last few months, by altering and improving our signage, by putting it on the web site in prominent text, by including it on the answering machine, and by specifically mentioning it in telephone enquiries, and in correspondence. A big new sign is now at the entry bridge, and the ticket seller is 'crowned' with the same advice! Gate keepers and ticket sellers can also assist in easing the pressure on station staff, and by doing this we can prevent the problem, before they are actually on the train. The following guidelines have been prepared and can help if we are all aware of them:

Dealing With Those Without Enclosed Footwear

Be Calm

Keep your cool

Don't raise your voice

If possible suggest you move away from the others to discuss the matter (ie try not to have them make a scene in full view of those in the line for the station.)

Don't interrupt the other person; let them have their say.

Be sympathetic to their situation.

Don't put them down or argue with them.

Put your case firmly, but politely.

Explain to them that enclosed footwear is:

- For their own safety;
- Is an OH&S requirement,
- and it is not within your power to change the rule (refer to all the signs).

If they continue:

Ask if they would like to speak to an 'official', & if so, refer them to a Director, or the Track Superintendent. (Note you should use this technique even if you *are* the Track Super or a Director!)

If they complain they have bought a ticket, suggest that:

they can use it next time, or,

they can have a refund.

Gatekeepers

If possible, the gatekeeper should comment on it when people arrive. A standard comment when the 'thank you' is given with the money could be "and for your information, we require enclosed footwear if you want to ride the trains."

Ticket Seller

Similarly when the ticket seller passes over the tickets (or during the sale), say, "Anyone riding the trains will need enclosed footwear".

Station Masters

Try and detect problem footwear BEFORE they board the train.

Signs

Signage relating to enclosed footwear is located at:

The entrance;

At the ticket sales;

At the entrance to each platform;

On the web site;

On the answering machine;

On the green handout advertising the policy;

On all pre-sold entry tickets.

Remember!!

We are out to have a good pleasant day. Try not to let these issues spoil your day. If we all do our bit before they board the train, it should all be fairly painless!



Denis and Jim Mulholland are working on a 5" gauge BR 9F 2-10-0 92220 "Evening Star". The top photograph is of the smokebox, some of Jim's craftsmanship. The double blast pipe copper topped chimney is a work of art in its own right. The fittings on the smokebox door, hinges, lamp bracket and door catch were machined from the one piece of metal and match the spherical surface of the door front.
(Classis workshop curtains.)

Below. Jim was not fully happy with the cast wheels, left foreground, and has blanks prepared in 16 mm steel plate. These were cut using a high pressure water jet method. The jet, 0.8mm dia., at about 350 Mpa (11,000 psi or so) carries a very fine abrasive. The jet is computer guided, the details taken from official BR drawings.

Both photos John Lyons.



Works Reports

Elevated Track

Jim Leishman has completed the anti-tip rail. It is a major advance for safety on the elevated track, and while I am sure some minor adjustments will be required, it is a significant achievement for the Society (and Jim!). Also a significant step forward is the delivery to the grounds of the sleeper cutting machine. Brian Carter has provided this already set up for us to cut sleepers, which will be used on our trial part of a relaid elevated. The rails are proposed to be pressed into the sleepers. This will allow us to curve the track to any radius, and with some post adjustments to correct the level, should much improve the riding qualities of the track.

Ground Level Railway

Following a derailment on the September running day which damaged No. 10 trailing points, the general area was lifted, the formation adjusted, weedmat laid, the track resleepered, the point repaired and the whole replaced. Work has also taken place on the inner main curve near the clubhouse. This was lifted (about 6 panels), the formation built up and adjusted for super, and replaced. Also completed is the concreting of the inner main level crossing. The ballast at this point was being disturbed by feet, and when it was reballasted, a lot seemed to find its way to the rail heads! The concreting should solve the problem, plus make it easier for strollers. The swing gates have also been serviced. An approach warning board for the crossing has also been installed. Drivers should whistle on approach. Also receiving attention is the unloader. Hopefully the work under way by Jim and Henry will eliminate the oil leaks and make it easier to use.

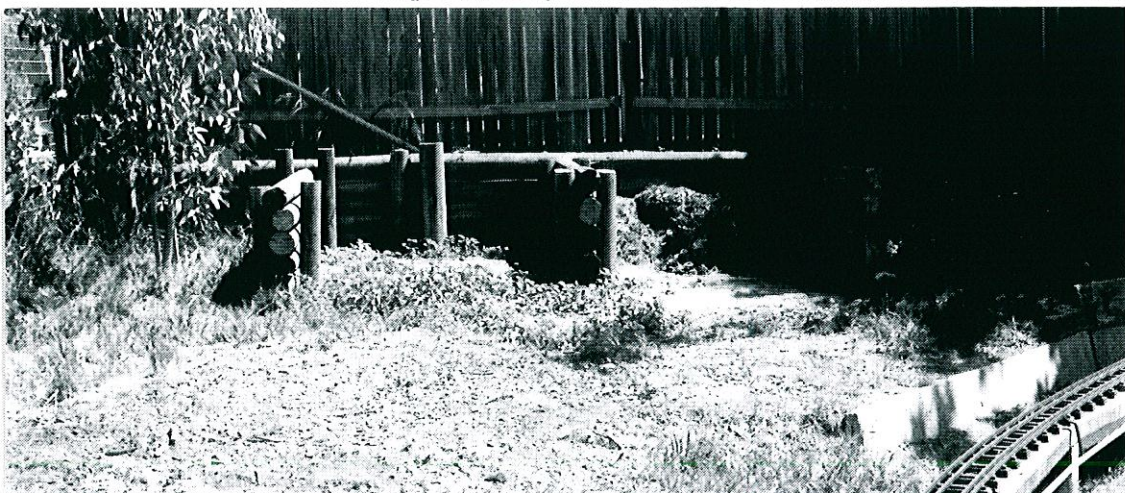
Grounds Improvements

Alan, Brian, Jack and Bryce have redecked No.1 stub points on the elevated to their usual high standard. The welded parts of the anti tip rail have also seen some cold gal applied by our mystery painters. More seats have had some of the timbers replaced and all in all everything looks very nice! Henry has also project managed the replacement of the fences near the elevated loop. Both paling fences have been replaced with brown colour bond fences and a great improvement it has made too! The work was done by a contractor (the same one who did the previous fencing work) and we are quite happy with both the price, the service and the quality of the result. The neighbour's contribution for this work has been received.

Greening and Environmental

David Thomas has been quietly going round doing some planting, and plant maintenance. This is going to pay dividends in the future and it is great to have someone who can see the benefit in this. The green waste storage bins have been completed at the lower end of the grounds. Lionel extended the retaining wall between the bins and the elevated track by using some of the second hand concrete surplus beams. This includes a launching ramp for the wheelbarrows to cross the elevated, and has resulted in the removal of all rubbish and other stored items in this area. The dying pine tree was skilfully chainsawed down by Peter Shiels, with it aimed beautifully between the fence and the elevated track.. On the same day the waste was removed to the tip by Brian Kilgour. Following this a trip of steel rubbish weighed in at 700kg. Overall, a much improved area, both visually and usefulness.

Instructions for use of the bins has been provided by our resident environmentalist David Thomas:



Green Waste Recycling

For a while there has been mention of using raked-up leaves and grass clippings for mulch on new garden beds at the club grounds. Warwick's idea of constructing a timber storage bin for these has now been implemented.

The bin has two bays - one is for leaves from trees (of all kinds), the other is for clean grass clippings. It is intended that both will be used as mulch, which it is hoped will, in part, reduce the regrowth of weeds in the existing and new garden beds.

In order to achieve this aim, it will be important that no significant weeds such as Wandering Jew, are included in the material placed in the bin. Weeds that spread vegetatively (ie. by runners, bulbs, tubers, etc.) should continue to be placed in the trailer for disposal at the tip.

It may be that we will initially have more grass clippings than places to use them. If their use as mulch is successful, it is intended that additional areas will be converted from mown to mulched, until a balance is reached.

Although additional work is involved in placing the mulch and extra weed control, this will be offset by the reduction in mowing - hopefully with a net reduction in work needed by members. The use of mulch over a long time should also improve the soil and provide better growing conditions for existing and future landscape plantings.

David Thomas

Elevated Carriage Shed

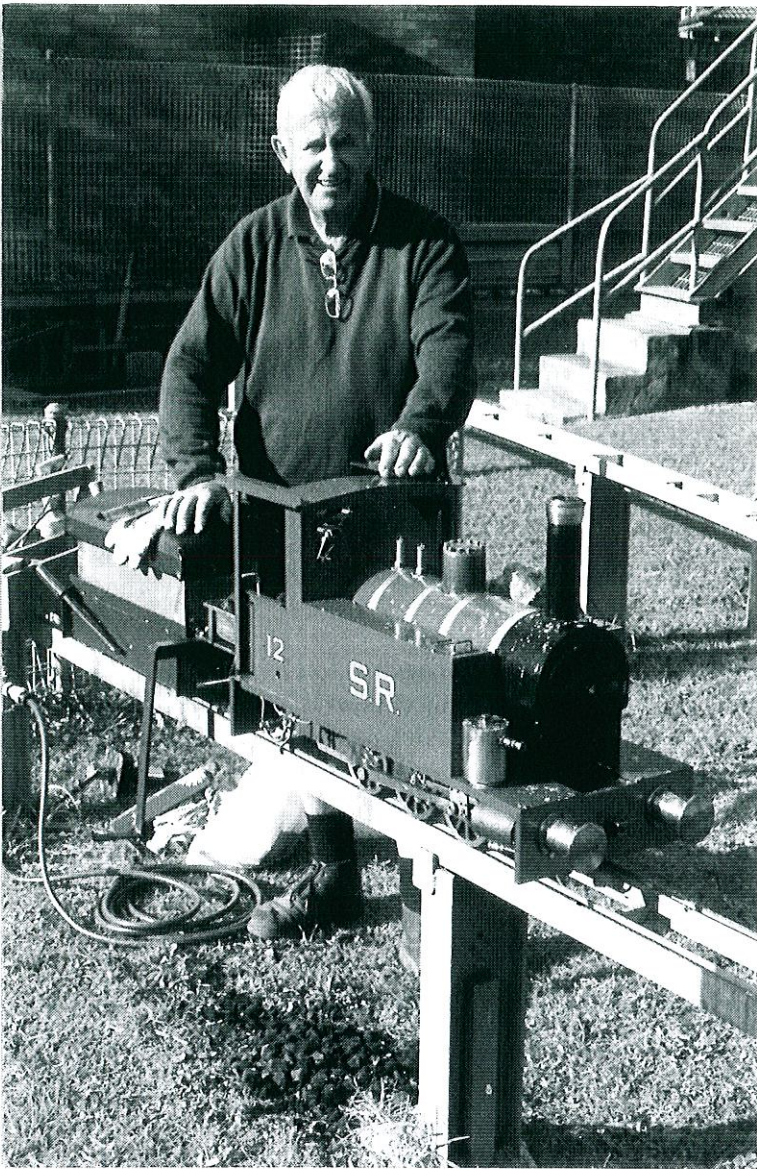
The steelwork for additional posts and the track extension has been made and galvanised. Following installation work will concentrate on realigning the approach track. The old swing track pivot has been removed (what a lump of concrete!) and finding enough fill on our cleaned up grounds is now a problem! The suggestion was that we could dig some more holes in order to obtain enough spoil to fill the hole.

Lunch Orders.

Bill Richards has asked we to notify members that on public running days The LUNCH ORDER deadline will be 11.45am.

Diary

18 November	Western Districts, Fairfield Annual 13 Class Loco Run (for all types of locos!)
1 December	3801 Ltd BBQ (lunch) and Members BYO Christmas Party (evening).
4 December	Members Meeting
15 December	Public Running Day (Please stay behind for an informal BBQ tea)
31 December	New Years Eve BYO BBQ tea and late night/early morning running!
8 January	Directors Meeting
19 January	Public Running Day
5 February	Members Meeting
16 February	Public Running Day (& next newsletter!)
23 February	Lake Macquarie Birthday Run.
5 March	Directors Meeting
16 March	Public Running Day
28 March-1 April	AALS Convention Evandale, Tasmania

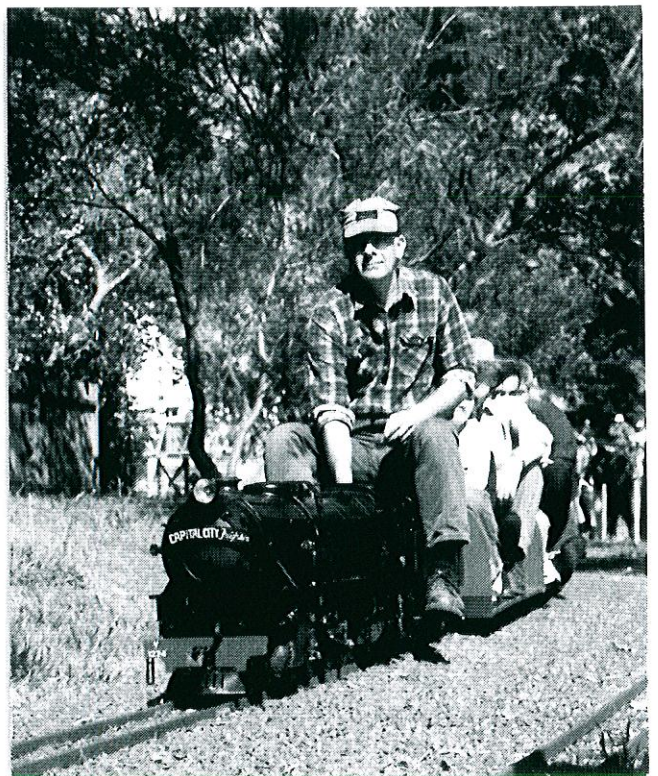
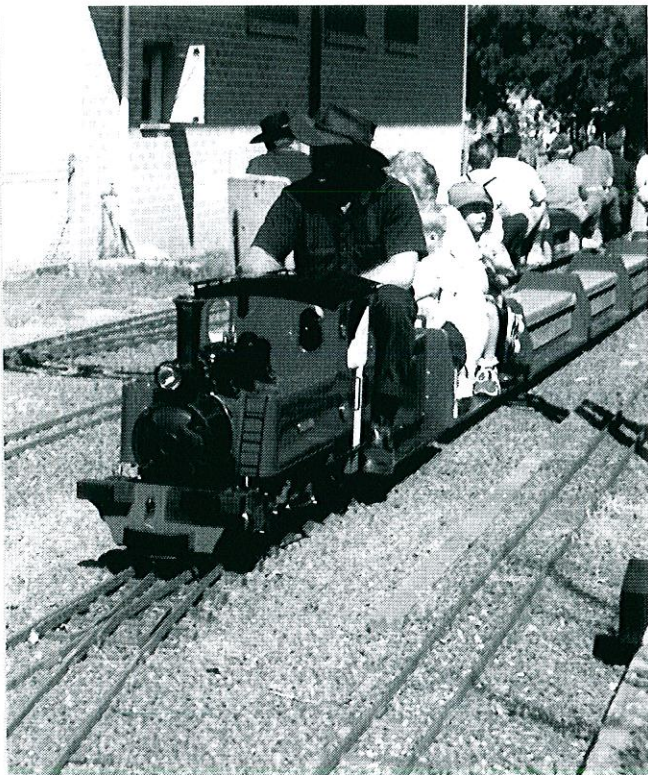


Left.
Peter Sayers and his 0-6-0 Blowfly Locomotive, on the occasion of its First run at the grounds.

Photo Mark Gibbons.

Below.
Two photos from the September Running day. At left Ross Bishop, Right, Warwick Allison

Photos John Lyons.



Garden Roster.

- Dec. '01. B.Hurst, T.Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.
- Jan. '02. H.Spencer, R.Collett, G.Croudace, W.Fletcher, M.Gay, S.Larkin, D.Lee, B.Muston, J.Noller, P.Sayer.
- Feb. '02. W.Allison, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, M.Murray, S.Murray, V.Scicluna, P.Shiels.
- Mar. '02. B.Courtenay, K.Baker, B.Carter, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa.

Due to the special day on December 1st. it will be necessary to have a second go at the grass cutting on the last Saturday in November. Brian Hurst has suggested that it would be good if any members of the November or December teams could turn up on that morning to give a hand.

Gate Roster.

December. W.Allison. January. C.Bunnik. February. R.Collett. March. B.Courtenay.

Editorial.

With this Newsletter we complete a record Newsletter volume of 48 pages in total for 2001. This far exceeds any other year including the 5 issue year back in 1977 when a keen younger Editor got a bit carried away, 1978 set up the regular publishing months giving 4 per year. Thank you to all members who have contributed to make the Newsletter interesting and worthwhile.

Best wishes to all SLSLS members and to friends of the society who also read the Newsletters for the Christmas season and for the New Year of 2002.

Newsletter contributions are always welcome.

John Lyons.

School Days.

A year 9 girl goes home from school and complains to her mother, "Mr.M. called me a bitch and a liar. " The next day the irate mother is on the phone to the Principal complaining about the way her darling daughter was spoken to by Mr.M. Now I should explain, Mr.M, head teacher in charge of attendance records and language teacher, one of the top experts on correct grammar in the school, would be the last person you would expect to speak to any student in such a manner. When questioned by the Principal Mr.M replied, " No, I did not call her a bitch and a liar, but she has given me so many false excuses for truanting class that I said to her that she was an habitual liar." Kids just do not listen properly. True story!!! Ed.



In the new siding behind Martin's Place at Galston, Reg Watters' GWR King simmers at the head of a mail train on the occasion of their birthday run.
Photo Andrew Allison.

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

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

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