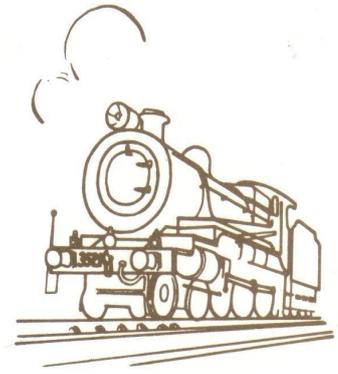


# Sydney Live Steam Locomotive Society

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

## 'Newsletter'

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Kelly Mayberry & his Sandy River & Rangeley Lakes No. 24 helped out on the August running day. Here Andrew Allison has given Kelly a spell from the regulator and is obviously enjoying himself!

### Running Day Reports

#### August 2007 Running Day Report.

The forecast for the last run for the winter season was not the best, we had rain and storms during the week but never the less the day dawned rather promising. By lunch time the cloud was rolling in and things looked rather ominous. We were lucky as it did not rain and we even had some sunshine by about 3.00pm. There was a very good roll up of visitors, Alan Mackellar was on the gate and was kept busy initially as the queue was the full length of the bridge deck for the first forty minutes or so. There were a lot of party groups, one group ordered

about a dozen Pizzas for afternoon tea, just the thing for a cold afternoon.

In the early part of the afternoon Greg Croudace ran his 3 1/2" gauge 4-8-2 QR tank locomotive but came off early. David Thomas hauled one car with the B10, 2-6-0. Jim Leishman had the sort of day he would not want to repeat. He was running the 10 wheeler before public running started and had a gauge glass fail. It split top to bottom but did not rupture! On returning to loco Jim set the fire to die down then headed for home to get a new gauge glass. On his return the new piece was soon fitted and Jim coupled up to three cars and a van. About 3.00pm the



**Simon reflects on his driving experience with David Thomas and his B10.**

whistle valve failed so the locomotive was returned to the elevated depot. I ran Z1915, 0-6-0, with Ken Baker and his "Simplex" 0-6-0 tank locomotive on the blue set with a van, we had a very good run with some heavy loadings, not too bad for two 0-6-0's. Jim Mulholland pulled one car with his pannier tank "Pansy".

Warwick Allison had V1224 back in steam after its time in the workshop. Andrew was at the regulator early in the afternoon with Warwick taking over later in the day. The V1224 was fresh from boiler repairs trying out its new rosebud grate. Warwick felt it performed differently, and the result was pleasing. The sharp blast was at times ejecting fine white powder out of the chimney, showing the char was being much more completely burnt than before.

This was one of the trains on the inner the second being the Hurst 4-8-2 "Mountain" with John B. at the controls and John Sen. riding the guards van. As usual this locomotive sounded great as it lifted its load up the grade time after time. On the outer track Henry ran the TGR R class sharing the driving with Max Gay.

The second train on the outer track was hauled by Kelly Mayberry from the Central Coast club with his SR&RLR one-fifth scale 2-6-2 locomotive. We were very fortunate to have Kelly running as we would have had a train down. Andrew Allison had a turn at the regulator late in the day to give Kelly a break. Kelly enjoyed the afternoon's run. We

were missing the services of the Lee's and the Tulloch's locomotive collection for the first time in memory.

The train the V was pulling was fitted with a water filter by Mick Murray to see if this would be worthwhile in keeping water out of the brake cylinders.

The day ran smoothly apart from some signal problems and we ended up with 2720 rides. Thanks also to Di, Joy, Chris and Sharon in the kiosk. They had a busy day.

### **September 2007 Running Day Report.**

We had a number of regular members missing this running day, your Editor being one. I would like to thank Mark Gibbons for his report of the day's activities.

It was a wonderful early spring day at SLSLS today which was preceded by a week of really good drying weather for our saturated grounds of last Saturday.

We made some adjustments to last weekend's relaid track in the morning to better stabilise it after some ballast settlement during the week. At morning tea, Barry Millner

showed a DVD called 'The Best of Miniature Railways'. It contained railways at Fair-

bourne, Moors Valley, Stapleford Park, Great Cockrow & GWP at Chichester on 5, 7¼, 10¼ & 12¼ inch gauges. Paul Taffa brought in a rosebud grate for his Hunslet.

Henry had the 3-cylinder engine from his Shay locomotive running on compressed air to free it up a little. Graeme's 2401 first passed a boiler test & then double-headed with David Lee's GM 9 Diesel on the outer hauling the 6 car train green set with Bernie as guard.

David & Zac also had DR 1 hauling GM 13, which is still under construction and on temporary bogies, on the inner for some testing earlier in the day - then stabled at the end of the siding on the West of the club house.

**The front of the train had Matt Lee and 3506. This was the rear of the train with Ray and 3112.**



The other train on the outer was Henry's R4 hauling the 5 car red set with Max as guard. They swapped duties but eventually a 'squeak' developed in R4 when under load. Despite several attempts to remedy it, Henry had to fail the locomotive. The squeak was traced to the right hand cylinder & it appears that the lines from the lubricator are clogged. It's the first time in 15 years that Henry has had bring R4 off due to a failure - an excellent record!

With Warwick in Tasmania, Andrew had V1224 all to himself & was the first train on the inner with a 6 car train comprising of the 4 car Central West set plus 2 additional cars, Simon Collier was the guard. Ray was hauling the 6 car blue set with 3803 as the second train on the inner with initially Tony as guard, then Max.

We had a record size train on the elevated today. Ken's Simplex, John Hurst Jnr's Nigel Gresley 63477 & David Thomas' B10 as a coupled banker, they began by hauling 7 cars but soon another was added so we had an 8 car train This length train had a profound effect on the station queue... It was a little difficult for one guard though, so Brian Hurst & Jim Mulholland took turns as being an additional guard, positioned in the centre of the train. Garry had 3675 hauling one car as the second train on the elevated. In ground level loco, we had the Hurst's 4-8-2 on standby & John's 2904 J class on display.

Apart from a small adjustment to point 23 in the morning, everything ran smoothly until just after 4pm. Then control to 19 & 23 points plus 3, 8 & 46 signals failed simultaneously... The points were manually wound to their 'normal' positions, after being stuck in reverse & clamped where necessary. We had only one train on the inner & also one on the outer at this stage, so Mick flagged the signals and Barry ran the box whist Henry & I traced the fault to switching for 24 signal. Things then ran smoothly again...

We gave 1965 rides & I would like to thank Christine Hurst for helping Dianne & Joy in the Kiosk today.

**October 2007 Running Day Report.**

This was a very pleasant running day. A southerly change came through overnight as had been forecast, the early cloud cleared and the temperature was just



**Nathan Lyons with his recent acquisition of a Silver City Comet power car. This was originally built by Roger Jones.**

right. We were competing with the Eastwood Granny Smith Festival and as in previous years our crowd built up rather slowly. We had a number of party groups, late into the afternoon a couple of the groups looked as though they were staying for tea. Paul Taffa was on the gate and was not overburdened at any time.

The day started early with Barry Millner and Mark Gibbons, Vic and Alan hard at work setting up the grounds

**John Lyons and 1915 leading David Thomas and the B10 on the elevated track.**





**Debriefing after the October run. John Lyons, Mark Robinson , Andrew Allison, and Steve Border.**

for the afternoon running. Mark attended to some minor signalling issues (one of the point machines had a corroded brush spring) and his work did well as the afternoon ran faultlessly. It was good to see Henry down at the grounds for a while.

Nathan Lyons brought along his new acquisition, a Silver City Comet power car. Judging by the four traction batteries and two enormous DC motors, this is a good puller. This was demonstrated by hauling the 5 six foot cars around, firstly on the outer and then on the inner as Nathan got it used to its new track!

For most of the afternoon there was only one train on the ground level outer main. Matt Lee drove C3506 at the head of this train while Ray Lee ran C3112 as attached

**Plenty of trains and passengers in this view of the Lee's outer main train passing Barry Tulloch's inner main train. As well there is an elevated train and a train in the inner main station.**



banker. John Tulloch arrived with the J class, 2-8-0 mid afternoon to provide the second train on this track. After only two laps John was forced to fail this usually reliable locomotive due to poor steaming and return to loco.

On the inner main Andrew Allison was first out with the WAGR V1224. Andrew spent the early part of the afternoon at the regulator and was relieved by Warwick to complete the shift. The second train was driven by Barry Tulloch, 2-6-2 Mountaineer. Very late in the day Barry was relieved by Peter Dunn to complete the day's running.

On the elevated track we were a bit light on but managed to provide some varied running. While Ken Baker was involved with boiler inspecting the blue set of cars was put into service with my Z1915, 0-6-0 double heading with David Thomas' 2-6-0 B10. We ran this combination till Ken had his "Simplex" in steam. There was then some shuffling of locomotives and cars. Ken coupled the 0-6-0 to the head of the blue set and added an extra car. David Thomas attached to the rear of this train as bank engine and I ran the 19 with one car for the rest of the afternoon. During the afternoon Greg Croudace had a turn at the regulator of the B10. Garry Buttell ran his 3½" gauge C36 class light engine. As the crowd started to thin the 19 and the 36 came off about 4.30pm followed soon

after by David and Ken. The last ground level train ran at about 5.00pm. Overall we did 1921 rides which is above average for October. I do feel we would have had a higher figure had we had a fourth train on the ground, and perhaps another loco on the elevated.

None the less we did very well with what we had. We never seem to have a standby loco in loco ever!

The crowds were very steady but never overpowering and we had a smooth and constant afternoon with lovely weather and full trains. The crowds thought so too, and the last train came off just after 5pm.

## What's Doing!

### Last Newsletter

One may have been confused with the August 2007 on the front page, and every page with August 2006 in the footer!! Sorry!

## Loco and Rolling Stock News

Mick Murray has been at it again with a new bogie covered van for his narrow gauge train. This is beautifully finished and is complete with advertising on the side. The handbrake mechanism is made around a nice angle drive gearbox obtained from Jaycar. Mick seems to have an eye for locating those critically useful bits and building a vehicle around them! Also new is Nathan Lyons' acquisition of a Silver City Comet power car. This was originally built by Roger Jones, and the mechanics of it are most substantial. It runs on 4 off 12v deep cycle traction batteries which feeds two 32v dc traction motors (one for each bogie) via an electronic controller.

4-8-2 C3901 otherwise known as the "Green Machine" is to change hands and will join the Mulholland locomotive roster. It is good to know that this locomotive will stay within the Society.

## Members News

We were saddened to hear that Jim Lieshman's son Gary had passed away not very long after returning to Darwin. Gary had not enjoyed the best of health over recent years but the news was still a shock. Our condolences to Jim and his family.

Henry has had a spell in hospital and is now back on deck. John Hurst sen. has also been hospitalised and is now at home in a more comfortable condition.

## Works Reports

### Ground Level Railway

Max has repaired the EP banner signal by soldering up a broken union and replacing the diaphragms in the magnet valves. There is a lot less leaks now! Max has made some special spanners to assist in the valve adjustments.

The new gates at the ground level station have been installed by Jim and Henry. This is the first part of the new level crossing at this location. The intention is to concrete a path across the tracks. This will be done methodically so as to ensure we keep the tracks at the correct levels.

### New Inner Main Carriage Shed

Progress has continued on the new carriage shed with the completion of excavation and the pouring of the slab. 4.8 cu m of concrete went into it. The actual concrete pour was uneventful, but not so the exit of the concrete mixer! It failed to get traction on the lawn after a week of rain, and it was some 3 hours later it managed to depart after being hauled out by the President's AWD. No photos were taken! The grounds were somewhat chopped up after that but the members worked hard and filled the depressions, and it wasn't long before it was clear the grass was moving back in. Following this Henry located a blocklayer and it didn't take too long for



Mark Gibbons performing some point motor repair and maintenance.

the blocks to be in place. Formwork was cut to support the concrete roof and John Lyons in particular has taken the lead in designing the thinking parts of the form and then making the necessary bits and pieces. By the last Saturday in October the roof of the shed was formed up and ready to go with all the reinforcing and electrical conduit in place, some minor adjustments were made by Warwick on Sunday and John on the Friday. Of course, if the SLSLS are to concrete, it rains, but despite this we managed to complete the job in a very efficient manner. Even with the truck about half an hour late we were sitting down to morning tea not much later than usual. By the time you are reading this Newsletter the form work will have been removed and we have to allow curing time before the concrete can be sealed. Work should have also started on the parapet.

### Ground Improvements

We have purchased a mulcher which will hopefully just about eliminate any need to go to the tip for green waste, and at the same provide some of the essential material (recycled of course) for maintenance of the grounds. The

Inside an SLSLS point machine after Marks work. The white circles with the blue surrounds are for moisture absorption.



## Carriage Shed Progress!

In a little over 2 months the new inner main carriage shed has gone from a hole in the ground to a completed structure.

These views show the members working hard at various stages in the project. The only incident is that we bogged a large cement truck, and the photo shows them in progress of connecting up a towing chain. The wheels could not get traction on the wet grass. As seems to be usual we can predict rain by arranging for a concrete pour!





Sam the contract blocklayer was engaged to lay the blocks which he did most proficiently. The block cavities were also filled after reinforcing rods were installed, and the insides were sealed with a liquid concrete sealer to keep the dust down. John Lyons master minded the formwork for the roof, and made a lot of the components at home. It fitted

very well and despite the ominous weather Henry arranged a pour and the members all came to the party! By 10.30 we were all enjoying a well earned morning tea in the clubhouse. Not many projects at the grounds have moved with such rapidity and thanks go to all the members who have contributed.

Now we have to fit it out. The electricals have been purchased and the steel work has been planned. Once the outside is further water proofed it will be backfilled with foam plastic and old mattresses along the wall to deflect roots that may stray that way, the lot wrapped in heavy duty plastic.



## Garden Roster

December. W.Allison, N.Amy, S.Collier, B.Kilgour, G.Buttel, B.Millner, J.Mulholland, M.Murray, S.Murray.  
January B.Courtenay, K.Baker, N.Lyons, L.Pascoe, J.Sorensen, N.Sorensen, S.Sorensen, D.Thomas, D.Lee.  
February J.L.Hurst, A.Cottrell, J.B.Hurst, J.Lieshman, J.Lyons, B.Rawlinson, M. Tyson, M. Yule.  
March. B.Hurst, G.Croudace, T.Eyre, M.Lee, R.Lee, R.Smithers, P.Taffa, B.Tulloch, J.Tulloch

## Gate Roster

December: John Tulloch January: Barry Tulloch February: Mike Tyson March: Martin Yule.

green waste strategy now is that weeds can go in the green bin for disposal by council. Leaves can be placed directly on the gardens. Anything else such as lawn clippings can go either on the gardens or in the lawn clipping bin at the bottom of the grounds. Twigs and branches can be mulched (up to 65mm diameter). No green material should be put in the trailer unless it is being taken to the tip at that time. It tends to rot the base.

Thanks to Mick Murray there is now a fire extinguisher in the new shed.

Allan Cottrel and Jim attended to fitting new back timbers to some seats. Brian Hurst has been filling and painting some seats and this certainly keeps the place looking spick and span. Allan & Brian's looking after our seats is keeping them in good order for our patrons.

The new char grate with drop section fitted to V1224



## West Ryde Development.

We have submitted comments to council on the proposed development at West Ryde shopping centre. The development has 7 floors above ground including 5 floors of living units, and 3 floors below ground of parking. It is going

to be rather large and it creates issues of parking for our patrons and safe access for families. The new development will bring a more cosmopolitan life style to the area, with cafes and more people, so things will be different!

Max has fitted new seals to our EP banner signal.



## Editorial.

During 2007 a couple of acquaintances have reached retirement time and have similar problems. What will I do? One is rather excited about doing some cooking and some of the housework while the other said he will probably do some casual teaching, because, you can only play so much golf. Now I do not think that any SLSLS members have that sort of worry, it is still hard to find time to complete all you would like to achieve. It may be a thought, that with some careful advertising, we could expand our active membership base and provide a more full filling time for people such as I have described.

With this Newsletter we complete another volume and can look back over the year with a considerable degree of satisfaction with what the Society has achieved. Thankyou very much to those members who have provided material for the Newsletter. Best wishes for the Christmas season and the New Year of 2008.

John Lyons.



The 3 DISEASELS

all three. Not having any luck hunting down fibreglass bodies we took a page out of AME, Len Whalley's CLP. Issue 100

The noses were built similar to Len's with sheet steel substituted for the original copper design and shaped with body filler. The sides and roof are all from steel with the exception of the fan cowlings.

When starting on this venture it was thought a good idea to follow a tried and trusted power system as used in the 422 project. Bought the book, redrew bits to make it all fit, then someone said, "You should see what this guy up the Blue Mountains has done for drive motors", so a hunting I went. After a couple of calls I was put in touch with Colin Hale from Wascoe Siding. He had slung blower

## Features

### GM9 a True A1A-A1A

David Lee

The GM's were the first mainline diesels to be built in Australia. The first order for these was given to Clyde Engineering in 1949 to build 11 Diesel-Electric locomotives. A modified version of the American F7 was selected to conform with the Australian loading gauge. The height was lowered and consequently had to be lengthened to accommodate the internal equipment. Two 3 axle bogies were fitted but only the outer axles of each were driven. This first order was delivered between September '51 thru to July '52.

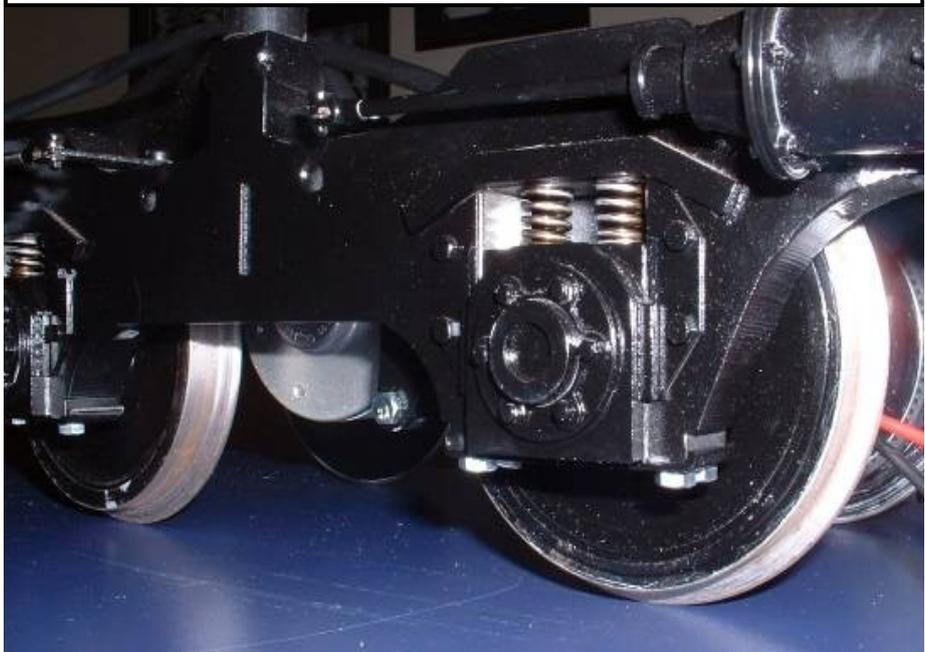
The first GM's were referred to as GM 1s or F class as they only had 4 traction motors.

The later models were referred to as GM 12s or S class with all 6 axles having traction motors. These later units started rolling out from 1955.

For those of you used to steam wheel allocation, on diesels without coupling rods, letters are used for driven axles and numbers for non driven axles. Hence A1A-A1A for the early GMs and Co-Co for the latter.

The idea to build a bull nose loco was partly due to a friend who also wanted to get into our hobby, we decided to build 3 locos in total, one F class & S class GM for me & a 42 for David. Body work is essentially the same for

One prototypical GM 'F' Class Bogie, complete with rubber band drive.



#### Diary

- |             |  |
|-------------|--|
| 1 December  | Members Family and Friends Christmas Party (evening) |
| 4 December  | Members Meeting                                      |
| 15 December | Public Running Day                                   |
| 31 December | New Years Eve Run.                                   |
| 8 January   | Directors Meeting (Note Second Tuesday)              |
| 19 January  | Public Running Day                                   |
| 5 February  | Members Meeting                                      |
| 16 February | Public Running Day and Next Newsletter               |



More wiring than originally thought.

fan motors in front & behind the bogies of his NSW 73 class and fitted them with timing belts to connect motors to axles.

Trying to round up new motors was more difficult than I thought, limited funds, and the move to 24v didn't make it easier. I finally settled with 100w motors from Oatley Electronics that they used in their scooter kits. They came complete with belts, lucky me. Time to experiment!, thank goodness for AutoCAD. I came up with a great design and it all fitted on the screen.

Ah the pain of experimenting, didn't think in 3D. A little nip here, a little change there, hey presto it fits. I've managed to fit both motors within the bogie frames.

The next hurdle was how best to get power to the bogies. As I intended to run the GM's back to back, I decided to use separate relays, or contactors, for forward & reverse so if there was a failure it would simply end up in neutral.

Two fans keep the power Mosfets cool while the GM chant is sent though a 165mm woofer mounted in the middle. The sound generator has a 4watt amplifier but is

only set to about 1/3 volume. The brake system is also set in the fuel tank with separate valves for apply and release, mounted to the vacuum tank. The horn is a Fog Horn kit powering a 100mm woofer mounted in the nose and facing down behind the pilot. An attempt to use a digital recorder and amplifier may be tried for the next GM.

The number lights are on when control power is available whilst the marker lights automatically change with the direction of travel.

Outside detailing was another fun job and is still not quite

finished. Grab rails and door handles are away for plating, waiting for warmer weather to be fitted. The lettering is an old style of font and I was forced to draw each letter in cad and then had them cut out of self adhesive vinyl.

## Railway Enthusiast Life in the 50s. Warwick Allison

It's fascinating to read old magazines and see the issues of the times. Recently I was given a large number of old railway journals, both model and prototype focussed, and I am working my way through them.

The model railway world was starting to come together after the cessation of hostilities in World War 2 and industry was busy producing and innovating with a plethora of small manufacturers. There was a big export push to help bring in capital to the UK, and the local market suffered shortages of products for some time as the export market had priority.

A mixed goods in Adelaide. Location is Railway Park.



Of course, Hornby Dublo which had briefly established itself in the late 1930s had returned. The attention to detail and well built locomotives were leading the industry. However their 3 rail track was showing its age and the model press had plenty of 2 rail products to advertise to the world. Hornby was on the back foot keeping interest but were busy working on their new 2 rail products.

The other contenders were Triang, with their plastic bodied course standard loco and rolling stock, TrixTwin, which could run on both 2 and 3 rail (at the same time!), and Fleishman, all 2 rail. There were a number of other

## Train Operation Upgrades.

At a recent meeting the members discussed and agreed an upgrade to the coupling standards. All couplings on all passenger carrying trains (i.e. from the loco to the guards van) are to be of a type that cannot accidentally come apart. This means that pins need to be retained.

The following would be acceptable methods:

- A cross drilled hole fitted with an R clip (or if a permanent arrangement, a split pin fully opened out).
- A bolt with a firmly tightened nut.
- A pin that incorporates a retaining arrangement such as a toggle pin and other proprietary pins.
- While split pins are not favoured, a single split pin fully opened out for those connections that are not taken apart, is satisfactory.

Would all loco owners ensure that engine to tender, tender to bum truck, and bum truck to train, are all fitted with complying pins please!

To assist the use of the correct arrangements, the appropriate retained pins are being provided on the carriages and are also being attached to the carriage by a flexible cable to ensure they do not get mislaid.

This applies to both ground level and elevated trains of all gauges.

As members will be aware, carriage sets have been fitted for some time, but connections to the loco have not always been to the same standard.

Also noted is that when hauling single car trains, a responsible adult needs to be positioned on that carriage and requested to supervise any children on that carriage.

companies such as Peco and Gem, and Wrenn offering trackage, and other concerns offering locomotives such as Basset Lowke, and Edward Exley (fine scale models to order).

In the meantime, TT-3 was in the ascendency. With the release of a system by Tri-ang, things were taking off! The system was being supported by third party suppliers and "Railway Modeller" was urging the adoption of Tri-ang's standards for TT as suitable for a British Standard. Elsewhere there were markets for the conversion of Hornby 3 rail to 2 rail, Tri-ang 2 rail to suit Hornby 3 rail, and even the conversion of Tri-ang 00 to Hornby standard wheels to suit the new Peco & Wrenn trackage systems then available.

Hornby must have been grimacing as a "Railway Modeller" review of their 1954 released 3 rail 2-6-4 Tank was given superlative comments with instructions (on the same page) on how to convert it to 2 rail operation!

Nearly all the articles were on 2 rail layouts. There were plenty of articles on how to wire a 2 rail layout (complicated compared to 3 rail due to the live 'frogs' at points) and junior modeller articles on how 3 rail was selected due to its 'simplicity'!

One O gauge proponent was waxing lyrical on why, in rebuilding his layout, he was going to retain spring (clockwork) drive, and ensure all his facing points had (working) facing point locks! This avoided any electrical decisions!

In a 1954 issue there is an article for the construction of a working travelling post office. This used a mechanical trip wire to lower the net and collect the bag, and once collected its balance was upset, resulting in it closing. Very ingenious, but it kept the mailbag! Within a

year, Tri-ang released their TPO, this time with a second opening door on the opposite side of the car to propel the mail bag out when the appropriate trip was reached. The principles of operation were very similar to the earlier article. The second door was smart, but not very prototypical, as it would be projecting the mail bag out across the other main line! It seems there were quite a few operating mail van sets with specially built ones also available for O Gauge.

By 1957 Hornby had one too, and a review of the Hornby Dublo travelling post office set ended with some advice on how to convert it to 2 rail, so there is no doubt that the 3 rail system was under fire.

Henry, Jim and Andrew pondering the new gate installation for the ground level crossing.



The Tri-ang alternative was too coarse as well, but its simpler solution with the of the points problem of plastic frogs, endeared it to the mass toy market, and it took off with its popularity.

One correspondent told how in cleaning out the attic he came across his old gas mask from the war. In the final bout of inquisitiveness on how it worked, he opened the attached canister with a can opener to discover a source of suitably scale coal granules for his layout!

## L.B.S.C. Barry Tulloch

On the 5<sup>th</sup> November, 2007, it will be 40 years since the death of L.B.S.C. (Mr. L. Curly Lawrence) It is probably a good time to remind members of his life and contribution to the live steam fraternity.

Mr. Lawrence started making model steam locomotives using parts of broken toy steam models at an early age. At about 13 years of age, by doing odd jobs for anyone who would pay him, he saved enough money to buy a treadle metalworking lathe. At age 15 he left school and became a locomotive engine cleaner at New Cross Depot. In search of a larger pay packet he became a driver on the London Tube Trains then a tram driver (above ground), then a bus driver. He married Mabel Munt in Camberwell on 2<sup>nd</sup> January, 1908, and lived in Dulwich. During 1910 he took a job involving testing and experimental work for the Daimler Motor Car Company. This involved travelling to Coventry six days a week (90 miles) plus the six miles from Dulwich to Euston.

Apparently Curly had some exciting runs behind the blackberry black motive power of the



**Peter Shiels handing over 3901 to Jim Mullholland on Wednesday 7 November 2007.**



### Level Crossing Signage.

Signage at level crossings is fairly well standardised these days through Australian Standard AS 1742.7. However there still seems to be room for improvisation!

Do you prefer a 4-4-0, an 0-6-2 or a 4-6-0 or maybe a stylised Puffing Billy!

The actual one in the standard is the 4-4-0 on the left. It seems to have a slightly slopy smokebox front. Also shown (right) is the official New Zealand version. All these pictures are in NSW except the 0-6-2 which is at Bandiana (near Wodonga, south of the border).



L.N.W.R. at this time which may have made up for the lack of model locomotive work.

In February 1912 Mr. Lawrence wrote an article in the journal "MODELS, RAILWAYS and LOCOMOTIVES" edited by Henry Greenly, a professional engineer, on the "Development of a Successful Small Scale Locomotive" under the pen name of Lylia.

His next job closer to home was as Travelling Inspector for Thomas Tilling Transport Company. He and Mabel now lived in a rented house on the Old Brighton Road, south of Norbury Station.

During the First World War he found himself in an excepted occupation and right on the military age limit, so he was put in charge of a small factory in Weybridge, Surrey, to produce aero engine parts and munitions. After the war was over he went back to his pre-war job supplementing his income by repairing gramophones and making small locomotives for various client-friends.

To test these locomotives a 60 feet long straight track was made in the garden raised up on posts and this is where history was made. The Norbury Light Railway was where a 2-1/2" locomotive actually hauled its driver and this was much more fun than watching the trains go



**Mario and Sam at work on the block wall.**

by on a scenic line.

A turning point in his career came when he wrote to the editor of the English Model Engineer magazine about his findings and experimental work in miniature boilers. These boilers were the same layout as a real one and burnt coal. The loco too would haul its driver. Most models up to this time burned costly methylated spirits. His letter was published on 9<sup>th</sup> February, 1922.

Mr. Lawrence signed his letter L.B.S.C., the pen name he used for the rest of his life.

**The carriage shed after removal of the formwork. A very neat job! Photo by Jim Leishman**



On the 18<sup>th</sup> September, 1924, his first article entitled "Shops, Shed and Road" was published in the Model Engineer Magazine heralding an unbroken series which ran continuously for the next 35 years. L.B.S.C. also wrote for English Mechanics, Model Maker, Practical Mechanics and Wonderful Models. The Model Engineer magazine was published every week until May 1963 then fortnightly. By mid 1925, a position had been reached that followers of L.B.S.C.'s notes had information to make most parts of a miniature steam locomotive from boilers to tail



**A trio of 3½inch gauge LBSC locomotives from the Allison fleet. Tich, a diminutive 0-4-0 leads followed by Mona, and then, probably his most successful design, “Maisie”, a Great Northern Ivatt Atlantic.**

lamps. Afterwards, complete serials on construction of an engine were to become the norm. L.B.S.C’s own production was incredible as he made 55 locomotives, repaired countless others and had the power with his pen to inspire others to have a go. Most people take years to complete one engine.

Mr. & Mrs. L. Lawrence moved into 121 Grange Road, Purley Oaks about July, 1930. On 16<sup>th</sup> July, 1930, Mr. Lawrence paid Stg835 cash for the newly built house and was also able to buy a refrigerator Stg56.6.0 and re-equip his workshop. He had just returned from a 6 month stay in America. He was 46 years of age at this time. The workshop was apparently in the front room.

L.B.S.C’s success is evident by the fact that in Britain alone, over 100 cities and towns have clubs that have live steam tracks as well as many “lone hands”. In Australia, there are 42 clubs and most countries have similar clubs dotted throughout. There are also at least six specialist

**ALP Candidate for Macquarie Bob Debus has promised funding to restore former Labor Prime Minister Ben Chifley’s “Locomotive” D5112 if elected in the forthcoming elections. Here it is at the State Mine Museum. Photo: John Lyons.**



supply companies catering for the needs of building ( materials, steel, copper, brass, drawings and castings) and ready made fittings such as miniature hexagon nuts, bolts, valves and gauges. He wrote three books, SHOPS, SHED & ROAD. The Live Steam Book and Maisie.

Maisie was probably one of the most successful designs and many hundreds of engines have been built. She was modelled on a Great Northern Atlantic 4-4-2 for 3½” gauge. Some of L.B.S.C’s designs are still available and are still being built.

Mr. Lawrence was born on 27<sup>th</sup> September, 1883, as William Morris Benjamin. About 1894 his father changed his name to Mathieson, so William became William Mathieson. Sometime between 1902 and 1908 he changed his name again to Lillian Lawrence. His marriage certificate is signed Lillian, only 2 letters away from William. His wife, Mabel also changed her name as she was born Sarah Munt and L.B.S.C’s mother Eleanor changed her age from 26 to 24 at the time of her marriage. Although these facts about Lillian (Curly) Lawrence might be interesting and a little mysterious they by no means alter the debt owed to him in the field of miniature engineering. His ability to describe technical and constructional information in easily understood terms has rarely been surpassed. Do it to his “words and music” and it would work.

He died on the 5<sup>th</sup> November, 1967, peacefully in his sleep, having had pneumonia the previous winter. The next door neighbour Mavis Harriott who had moved into 123 with her husband Fred during 1963 nursed him throughout that final year. He was 84 years of age.

L.B.S.C’s wife Mabel, stayed on for a couple of years after her husband’s death but in the end found it impossible to live on her own and had to go to a nursing home in Croydon where she died in 1972. The real estate then passed

to the Harriotts who were named as residuary legatees in L.B.S.C.'s will. They sold No. 121 but incorporated the plot of ground at the rear containing the railway into their own garden. Hoping to interest local live steamers the Harriotts maintained the track for some time but the small track with its 17ft 6in radius curves was not attractive any more when one considers the many Model Engineering Society tracks in the London area with large radius curves and long runs.



**LBSC's home in Purley Oaks. His was the white one on the left.**

The contents of the workshop and the locomotives were disposed of to good homes rather than sold to the highest bidder and on the whole this seems to have been achieved.

Tishy the 2½" gauge pacific can be seen at the Myford factory.

In our own society S.L.S.L.S, (one of six in Sydney) there are 36 L.B.S.C design locomotives out of 200 owned by members. L.B.S.C's locomotives were 2½" and 3½" gauge, only a few were 5" gauge.

The raised track in his yard was for 1¾", 2½" and 3½" gauges while at one stage there was a short straight track in 5" gauge for testing purposes.

During our recent visit to London, Elizabeth and I visited Purley Oaks and were able to photograph L.B.S.C.'s house and garden where the remains of the Polar Route are still to be seen. All the concrete uprights are still in position as is the garage for the old Morris car. The straight 5" gauge test track has been dismantled and trees hide the area from the Southern Main Line.

P.S. Notes taken from "L.B.S.C. His Life and Locomotives" by Brian Hollingsworth  
 First published 1982  
 Second printing 2003 – Camden Miniature Steam Services Barrow Farm, Rode, Frome, Somerset BA11 6PS  
 Further research on family tree - by Geoff Johnson & Ian Pollard

**A view of the remains of the "Polar Route"**



**For those with access to Google Earth, here are LBSC's Home co-ordinates:  
 Latitude: 51°20'42.75"N  
 Longitude: 0° 6'6.58"W**



**Above: Mick Murray's Tinkerbelle with his growing fleet of wagons, his latest a "Steam Beer" covered van.  
Below: The remains of LBSC's famous 'polar route'. In the background is the garage where he parked his Morris.**



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Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shops. 33° 48' 15.99" S; 151° 05' 12.78" E

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