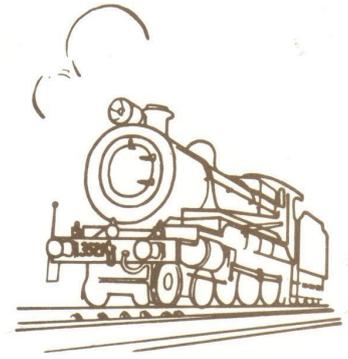


Sydney Live Steam Locomotive Society

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

'Newsletter'

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November 2009



David Thomas driving V1224 with guard Mark Gibbons pass the new level crossing gates built by Barry Tulloch and Martin Yule. They are decorated by lamps restored by Brian Muston. In the background Garry Buttel and 'Impala' double heads with Arthur Hurst and Betty the Blowfly on a 7 car plus van elevated train. Behind Brian Hurst our ticket seller, John Lyons is just visible with 1915 (obscured) banking in the rear. Within a few short weeks this October running day scene was changed again as the white picket fencing was erected and work commenced on the ticket office.

August Running Day.

We had good weather for our last running day of the winter season, clear skies and no cold winds. We had a very good crowd as we have come to expect at this time of the year. At the start of the afternoon the queue stretched from the ticket seller's table to the Anthony Road gates for some time. There was a bit of a break about 2.00pm. but the visitors continued to flow in till rather late. There were some big party groups which helped give us a ride

total of 3204 for the afternoon. This was the fourth highest total for the month of August in the last sixteen years. Before running got started Graeme Kirkby completed a steam test on D5035. Graeme has "weathered" the locomotive, it looks very realistic. Up in the elevated loco Wayne Fletcher ran the 3½" gauge C34 class chassis he has been restoring. This was a Mackellar built locomotive and Allan was very pleased to see it running on compressed air. Allan said "it made his day".



August running day and Garry Buttler and Impala leads Arthur Hurst and Betty and John Hurst with Nigel Gresley, on our now common 7 car plus van elevated train. Wayne Fletcher is guard.

Out on the elevated track Jim Leishman ran the Ps4 with three cars and a van. John L shared the driving and guard duty with Jim as Z1915 was still in shops pending it's steam test having passed the hydro test some time back. The Ps4 ran well all the afternoon with the last passenger load at about 4.40 pm. We ran a seven car train, Arthur Hurst was out early with "Betty" blowfly 0-4-0 with the seven cars and when passenger work started he was joined by John Hurst, 2-8-0 "Nigel Gresley" as train

engine and Garry Buttler, 4-6-0 "Impala" out in front. Arthur had completed some major remedial work and had the locomotive running in a very improved manner. Allan Mackellar acted as guard for the duration of the run. The first lap was not very spectacular but once the locomotives settled into their stride they did some very serious hauling. Garry took "Impala" off at about 3.00pm. and the others continued with a reduced load, five cars, till about 4.45pm. Running a seven car train can make a big impression on a lengthy queue but we still had one about 30 metres long at about 4.30pm. Guards were multi-skilled for the day having to act as station master as well.

Signals at stop is a good opportunity for a yarn! Warwick Allison on V1224 is probably discussing signalmen with Graeme Kirkby behind 5035 double heading with Max Gay on Henry's R class waiting in the inner platform. Plenty of passengers and trains in evidence!



On the ground level inner track one train was hauled by V1224 2-8-2 with Warwick back from his northern hemisphere jaunt. David Thomas ran his B10 as attached banker for the afternoon. The second train on the inner was double headed with Henry, TGR R class 4-6-2, train engine and Graeme Kirkby D5035, 2-8-0. Max Gay shared the driving and guard duty with Henry. They had a long afternoon leaving the inner station at 5.02pm. to stow the carriages and return to loco. On the outer track there was one double header with C3506 and C3803, Matt Lee and Ray Lee being the respective drivers. When Matt took C3506 back to loco Ray continued with a reduced load. "Mountaineer" pulled the second train with Barry Tulloch, Martin Yule and Peter Dunn all having turns at the regulator. Thanks to Liz, Di, Joy, Lee and Margo

who had a busy time in the kiosk and Brian H who sold many tickets!

The large crowds developed long queues for each of the stations. Some considered there were less people than last month, but the train loads had a much higher share of adults!

Special thanks to visitor Stuart Kean who Warwick roped into being the official staff photographer for the day. Many thanks!

Thank you all who assisted today, it was a great effort and I think everyone had a good time.

September Running Day.

Our first spring running day, the weather could not



Above Right: Graeme Kirkby and Henry Spencer head off to the sheds while guard Peter Wagner catches up with the Newsletter news! Below: Barry Millner works the levers while John Hurst and Nigel wait for more engines to join them before passenger operations started on the September running day.



We had the best roster of locomotives in the elevated roundhouse for some time. There were two Blowflies, a Simplex, Nigel Gresley, a B1, a Hunslet, a 10 wheeler, a Z19 and Andrew Allison's nearly completed A10. Jim Leishman had the 10 wheeler in steam and ready to haul three cars but discovered he did not have his stirrups with him. Jim tried to fabricate a new set on the spot but this was not successful and he dropped the fire and packed up early. His first task the following day was to manufacture a second set of stirrups so the problem should not spoil his running again. We ran four locomotives on a seven

A photo line is in place for Rob Murphy as he departs on Ray's 3803 during the September running day. See what they saw on page 6!

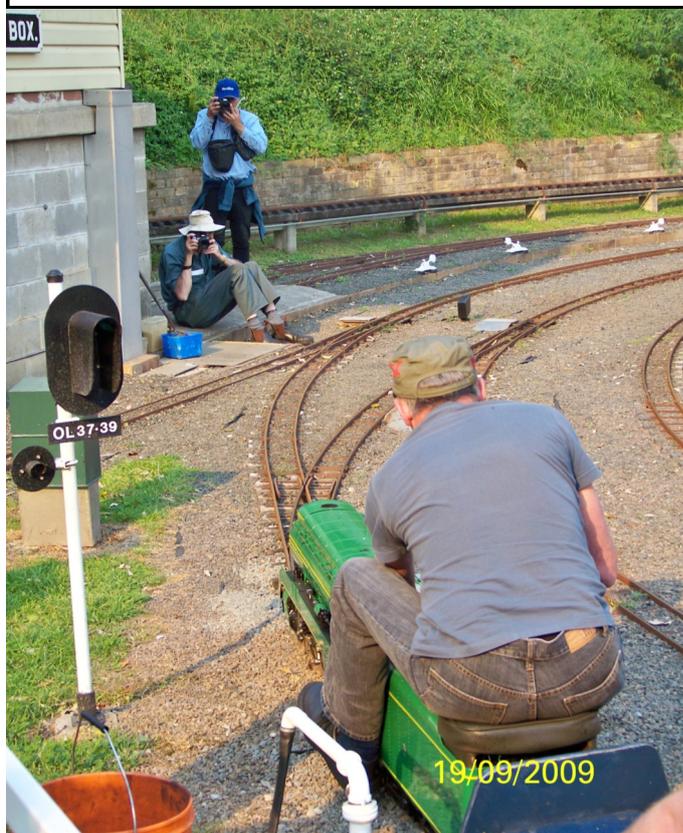
have been better. There was a lot of hazard reduction burning going on around the Sydney area and a change in wind direction mid afternoon made for some interesting lighting effects.

Martin Yule and Barry Tulloch were hard at work early fitting up the new level crossing gates. They have been painted and while there are some further adjustments to do they look very special. It is a taste of how good this area will look once it is finished. Many thanks to Barry and Martin who have handled the construction together.

Allan Cottrell and Brian Hurst have finished the new top for the boiler testing table (as predicted!) and it also looks great.

There was some early morning consternation with point failures that tested our deductive powers. By opening time, they had all been attended to (thanks to Mick, Henry and Mark Gibbons) and the afternoon ran smoothly as a result. I am sure our train controller Barry M was relieved!

We also welcomed Geoffrey Young, a member of Hornsby who lives in Tamworth. He has a B1 and a Nigel Gresley and he was down to have a look at our club's examples. He spent the morning blowing our tracks free of leaves! Thanks Geoff.





**It's that Hurst elevated long train again!
This time Mark Robinson is banking in the rear with his Blowfly.**

car train. Garry Buttel was out in front with his 4-6-0 B1 "Impala" followed by Arthur Hurst 0-4-0 "Betty Blowfly" and John Hurst 2-8-0 "Nigel Gresley" as train engine. The fourth locomotive was driven by visitor Mark Robinson with his 0-4-0 "Blowfly" as attached banker. Gary was forced off the train mid afternoon with a serious problem in the front bogie leaving the other three to continue. When Mark Robinson returned to loco the Hurst brothers continued till the end of the day with a suitably reduced load. Paul Taffa ran his Hunslet with two cars and much later in the afternoon John Tulloch

lison sharing the driving. Warwick reported that the track was a bit slippery early in the run but improved as the afternoon progressed. "Mountaineer" 2-6-2 was at the head of the second inner train with Barry Tulloch, Martin Yule and Peter Dunn all having turns on the footplate. Henry Spencer had the R Class, 4-6-2, in the roundhouse but did not steam

The numbers were above average for a September day, but we did think with the great weather we would have had a full day. As it was, it was comfortable and we gave 2492 rides. Thanks to Bernie for doing the gate in lieu of

Barry M who was gainfully employed on the railway. Bernie reported lots of open toes passing through, but the trains seemed well controlled.

The grounds did look good, and although some of our soil was kicked up a bit, it is certainly encouraging grass growth.

October Running Day.

The October running day seems to be a bit different to the usual as we compete with the Granny Smith Festival, an annual event held in the local area. We were treated to some very nice spring weather, not quite what was forecast fortunately. We had a large number of visitors waiting for the gates to open and Dominic Mulholland was very busy for a short while. There were a few large party groups and other visitors coming in through the afternoon. I think we had a lot of first time patrons. We managed to give 2412 rides for the afternoon which



**Even more banking in the rear with David Thomas and the B10 lending support to
Jim Mulholland and the green machine.
Dom Mulholland is the guard in the sandwich.**

was not bad for an October run. The loading was contrasting, some trains were fully loaded while others had plenty of space.

Before running commenced Mick was assisted by Mark and Graeme and did the carriage checks. We also applied lining to the side board we repainted last week to restore the visual Pullman opulence to the red set.

Brian Muston's level crossing lamps were placed onto the gates and attracted complimentary comments all day. They looked really good and are fitted with a light, not needed of course in bright sun light.

A failure on 19 points was only discovered by the first train of the day. It was



A bit of discussion in the station! Banker David Thomas, Guard Jim Mulholland and Station Master Henry Spencer exchange niceties.



for service again. The B1 was to couple up with Arthur Hurst and "Betty Blowfly" and run a seven car train with David Thomas B10, 2-6-0 as attached banker. I had Z1915 in steam and was preparing to run with one car when David had a problem develop on the B10 and was forced to return to loco. I then ran for the afternoon as attached banker on the seven car train. About half way into the afternoon Jim had a blown cylinder seal that ended his day. Eventually this train was taken over by

Left: John Tulloch on the elevated with the J on the September running day. Below: Tony Eyre on Ray's 3803 heads a full load into the inner platform.

booked out of use and we had no further signaling troubles all day. At least our repairs of the last few weeks on 6 and 44 seemed to hold up OK.

The first locomotive out for the day was Warwick with the WAGR V class on the inner. During the afternoon David Thomas had a turn at the regulator of the V allowing Warwick some time for other things. It was noted by some of us that Warwick and Mick seemed to be carrying out some sort of Presidential inspection during the afternoon. The second inner train had Ray Lee driving C3803 for the afternoon. Tony Eyre had a spell at the regulator and late in the day Robert Murphy had a drive with Ray closely supervising.

On the outer track Barry Tulloch ran the "Mountaineer" 2-6-2 and worked hard all the afternoon. The second train was double headed Pacifics with Henry Spencer TGR R class and Graeme Kirkby with 2401. The R class was train engine and Max Gay assisted with the driving during the afternoon.

There was some interesting running on the elevated. Jim Leishman steamed the 10 wheeler running a three car train. Gary Buttell had carried out remedial work to correct the problem with the front bogie that had ended his run early last running day and the B1 "Impala" was ready



Duty Roster.

December. H.Spencer, A. Allison, M. Gibbons, W. Fletcher, G. Kirkby, B. Muston, J. Noller, P. Sayers.

January. W. Allison, G. Buttel, B. Millner, M. Murray, S.Murray, S. Collier, P. Ryan, V. Scicluna.

February. B. Courtenay, G. Croudace, S. Larkin, N. Lyons, L. Pascoe, S. Sorensen, D. Thomas, D. Lee.

March. J. Hurst, A. Hurst, J. Leishman, J. Lyons, B. Rawlinson, M. Tyson, M. Yule, D. Mulholland, J. Mulholland.

Gate Roster.

December. M. Murray. January. S. Murray. February. J. Noller. March. R. Smithers.



What the photographers took. See page 3!

John Tulloch 2-8-0 J class and increased to four cars. Jim Mulholland steamed the 0-6-0 pannier tank "Pansy" and coupled up in front of the J. Now there is a combination we have not witnessed before. The seven car train was operating at its limit on the laps where we were close to maximum load. "Impala" had some problems with slipping. From the rear of the train I often noticed that as we started to climb the grade changing from the left hand curve to the right hand curve the B1 would slip. The Z19 worked very hard at times but I was very pleased to see that it kept its feet when it had to. John Hurst had 2-8-0 "Nigel Gresley" in loco but it was not steamed. John H. rode as guard on the shorter train as well as playing elevated signal man.

Bernie brought along his Blowfly tank, which is very nice with all the rivets. We also saw some 9F tender spring brackets from Jim Mulholland. These were machined from solid black mild steel and are similar to the work of Michelangelo rather than a model engineer!

Members News.

Dominic Mulholland and Arthur Hurst were both accepted as members at the October meeting. Congratulations to you both, we hope your association with the Society is long and enjoyable! At the November Director's meeting an application for membership was received from Peter Wagner. Peter has helped on a number of recent running days and Peter's wife Margo has helped in the kiosk.

SLSLS member Steven Border married Elise McNally at St Philip's Anglican Church at Bungendore on Saturday, 10 October 2009. The groomsmen and around 50 guests travelled to the ceremony from Canberra behind steam loco 3016 hauling three NSWGR end platform cars while the bride arrived by road shortly after in a fully restored vintage Holden EH special sedan. Waiting at Bungendore, C3016T joined in with several loud whistles as the church bells sounded out across the country town on what turned out to be a gloriously sunny afternoon. The bridal party and guests

An original Mackellar 3½ inch gauge 34 class being restored by Wayne Fletcher.

**Editorial.**

With this being the last Newsletter for 2009 I would like to thank the members who have contributed material for publication helping to make interesting reading. With your help we have been able to maintain sixteen pages per issue for some time now. We should also be proud of what we have achieved through the year and should look forward to the precinct of the level crossing gates and ticket office being completed in the new year. It will add a lot to the appearance of our grounds.

Best wishes to all for the Christmas season and for the New Year of 2010. Try to keep the first Saturday in December free for our Christmas run and BBQ. Last year's was the best for some time, lets try to top it.

John Lyons.

were served afternoon tea in the buffet car by volunteers from ARHS ACT while 3016 steamed tender first on the return trip to Canberra. A formal reception in Canberra later that evening was well attended by family and close friends and was enjoyed by all. Steven & Elise journeyed down the South Coast for their honeymoon and have since taken up their new residence at Murrumbateman along the Barton Highway between Canberra and Yass. Congratulations Steve!

Brian Muston took his B1 and Arthur his Blowfly to Bathurst for the interclub run. Brian reports the weather was not too flash, and they only managed a couple of hours after lunch before the rains returned. The club President and his wife then invited all attendees back to their home, where they had a lovely BBQ tea in relaxing surroundings out of

the weather. This was a lovely gesture for the 20 or so people who took up the invitation and much appreciated by all.

One Saturday Brian M suggested we have sausages today, and arranged the lot! Simon assisted with the BBQ and the sausage on a roll for lunch was very popular and a lot of members stayed behind for this. However the pace was much slower after lunch! Many thanks to Brian Muston for organising this, I am sure this wins the hearts of members!

Our Club on the Web

Our signal box has been listed on a web site that records the installations of Westinghouse lever frames. Have a look at: http://www.wbsframe.mste.co.uk/public/Sydney_SLSLS.html

Locomotive and Rolling Stock News.

Nathan Lyons brought along his latest acquisition, a large scale Sydney P class tram. This had some trouble with



Simon Collier performing station master duties on the elevated during the October running day.

rail clearance and our point housed switch, but a very nice model with its detail. Simon also brought his Simplex down and ran extensively (and quickly) on the elevated after extensive work on the superheaters. Congratulations Simon, things are looking good! We all admired his fancy steam raising blower pipe!

Boiler inspector Bernie also fixed up Garry Buttel with a ticket so he could run at Hornsby. Thanks Bernie! John Hurst had his traction engine down for a boiler ticket with Bernie. A quick flit to Tulloch Works in the middle of the test remade the fusible plug and then all was well. He spent the rest of the day making good use of our concrete path going over the entrance bridge and back again! (It was a bit bumpy over the LX!)

We watched video of Andrew's maiden steaming of his A10. Andrew showed the loco at the September running day. Bernie witnessed a pressure gauge calibration for Andrew's A10. As well Bernie had his Simplex superheater along, complete with O ring seal arrangements in the regulator and wet header. We have also seen Bernie's very nicely riveted side tank for his Blowfly.

Zac had his 2.5 inch gauge 36 class tender along for a push around the elevated track. David had his B10 testing his recent superheater repairs. The superheater seemed OK, but one of the steam pipes to the cylinders was leak-

Andrew Allison's A10 on display in September.



Diary

1 December	Members Meeting
5 December	Members & Friends Christmas Party
19 December	Public Running Day
31 December	New Years Eve Run
5 January	Directors Meeting
16 January	Public Running Day
2 February	Members Meeting
20 February	Public Running Day and next newsletter!
26-28 February	Lake Macquarie Birthday Run



Brian Muston's NSWGR U class front bogie. A nice job (yes the wheels are not really on yet!)

ing, so it was back to shops! The problem has since been solved.

Bernie came along with a wooden Thow chimney to suit his Blowfly, which is making good progress. Since then Bernie has machined a metal chimney to match the wooden one, it will look very good on the smoke box giving the "Blowfly" a definite NSWGR touch. Arthur showed us his spark filter which he made for his Blowfly chimney and we have also seen a front bogie for Brian-Muston's U class. David has also tested Warwick's 13 class boiler. Now for the platework!

Works Report.

The 5 tonnes of garden soil that Jim had delivered on a Wednesday was placed with David directing operations. Arthur had his car and trailer and was ferrying it to the final positions. Lionel, David, Brian and others were shoveling and raking and rolling. Later Arthur's ride on mower pulled his small trailer to place some smaller loads. All the depressions were filled and rolled and the place will look lovely once the grass grows. Some areas where the grass wasn't growing were also dug up and some of the new soil added to assist. Many thanks to all who heeded the call and came to assisted with this.

One afternoon tea Barry showed some old Standard 8 film of early days at the grounds, a real gem!

One of our neighbours has arranged a fence replacement. This is near the inner main carriage shed. This has certainly improved the look of the place.

Allan Cottrell and Brian Hurst were at the seats again. Their constant efforts certainly help keep the public seating in very good order. They have also made a new top for the boiler testing table. We are spoilt! The boiler inspectors are already very impressed!

Henry has spearheaded the relocation of the water meter arrangements. It seems the contractor that reads the meter has changed and Sydney Water are unable to manage the keys we give them to access the meter. So a solution was to move the meter so its closer to the fence! And they can then read it from the street.

Henry and John L were assisted by Brian M, John T and Barry T. Someone nameless stated that "that pipe will never have to be removed" and promptly jinxed the job,

Early entry to the grounds.

As difficulty has been experienced with some early entry to the grounds for party groups, the following arrangements are to apply.

As a general rule, early entry is to be discouraged. However it is appreciated that large party groups do need to set up early as bringing a large number of chairs etc., through the gate while congested with people wanting entry would be disruptive.

Hence, any early entry must be pre-arranged normally as part of the pre-purchase of tickets. Entry will occur between 11.30am. and noon and they must vacate the grounds by noon and then enter through the usual gate entry. They are to be made aware that their equipment will be unsupervised during the period between noon and when they arrive, and that children must be supervised and not left unattended during set up. They should also be made aware that this privilege does not imply any exclusive use of any part of the grounds.

When people turn up unannounced at the gate, then the situation needs to be treated on its merits. Generally they would be allowed to set up early, but may need to be supervised in doing so and ensure they exit the grounds as soon as practical. The proper arrangements should be explained to them, in particular our concern about safety during vehicle movements and unloading.

Bernie and his recently completed Blowfly tank.



whereupon it had to be removed more times than anyone could count. After all day, and just before afternoon tea, the pipework was completed and leak free. We all breathed a sigh of relief as Brian M and Barry T got stuck into the deferred washing up and everyone went to the loo - finally!

Brian Hurst also painted the plumbing on our relocated water meter. Hopefully this will help to keep the water in!

Brian Muston brought along his electric chainsaw and cut up the pine tree prunings (from the mess Warwick made the previous week) into smaller bits to suit the BBQ wood pile. Thanks Brian! The pine tree certainly looks a lot better with all the dead wood and scraggy bits removed.

David has planted a largish camellia in our garden spot near the bridge and outer main platform. For protection it now has a wire cage around it. Hopefully it will survive, as a bush here will help break up the harshness of the surroundings. David also attended a meeting with council's tree preservation officer regarding the blue gum removal. This was denied, so an appeal is being considered direct to the councilors or a personal approach to the Mayor. At this time of the year with all the spring growth we can see the results of the effort David puts into the beautification of our grounds, the garden display is great and the reduction in mowing areas is appreciated.

Warwick repainted all the yellow warning strips on the edges to address one of the inspecting engineer's observations.

Barry Millner did some weeding of the track in his high visibility shirt to make sure we didn't run over him! A number of members at different times have used the mulcher to reduce the impact of our green waste. David Thomas and Warwick have put together a submission to send to AMBSC with some suggested boiler code amendments.

Ray Lee cleaned out the drain around the turntable. He claims to have found several injector cones down there!

At afternoon tea one Saturday Barry T played a tape of 3112 attacking Hawkmount using ancient cassette player



**How to boiler test a large steam truck!
Bernie attends to John Hurst's Foden.**

technology.

Arthur securely tied down our steel panels that keep the sun and water off our char supplies. They had blown about in the severe winds we had experienced.

It was good to see Hugh Elsol and Janet from QSMEE who called in on their way to a wedding.

The grass mowing activities jiggled one of our taps in the grounds whereupon we had a water spout. Very attractive, however hardly enough room to accommodate our patrons and a fountain! Cause was a defective soldered joint in a coupling below ground. It also proved impossible to drain the water from the joint. Luckily we had our expert Mr Fix It on hand. Jim Leishman arranged to squash the pipe end and Simon kindly went home and



There's wires in that there hole! The trials of digging new fence post holes! Brian Muston, John Lyons and Arthur Hurst.

collected his gas bottle and burner. After a few attempts we managed to get it leak free, and we backfilled the hole.

Henry bolted a nice vice on our steel work bench, using holes previously drilled by Jim Leishman. This followed a clean up done by Warwick, Mick and Henry, so the shed area does now look clean and tidy (at least until next time!)

We have also been advised that the large blue gum nearest the signal box (overhanging the round house) is dead and the neighbour is intending to remove it.

Quite a few members visited Galston for their birthday run. It was nice to be welcomed there and see their lovely set up in the bush.

Unleaded (& other) Petrol.

Our Honda Edgers are four stroke and so run on unleaded fuel. A couple of mowers and whipper-snippers are two stroke, the others four stroke. We are slowly up dating all the vegetation cutters to four stroke power to save having to worry about mixing fuel.

We received this nice email from the Hobart Society:

*We in Hobart greatly appreciate that you include us on your mailing list and regularly receive your "Newsletter" - being a very small Society, compared with yourselves, we are often quite envious of the range of facilities and locomotives that you have available to your members at your site!
Please extend to your members an open invitation to visit us if they are ever in Hobart.
Kind regards, Graham.*

Policy Matters.

A number of statements were read by our President on the October meeting night on our arrangements and policies for life membership, early entry into the grounds for setting up, and the honour system (drinks etc). A copy is on the notice board. Please read and be aware of the arrangements.

St.Johns Ambulance.

We are investigating the possibility of having St.Johns Ambulance people present at our running days.

Club Shirts.

These will be available soon. Mick Murray has been looking after this matter and will be able to advise of the final costs. We are looking at a winter jacket design as well.

2010 Convention.

There is a call for any motions for the AALS meeting next Easter.



Track work in the transit road and siding. Lionel, Barry T, Henry, Brian M and Arthur hard at work. The next week the adjacent track was done too!

Ground level track.

Barry M and Henry fixed some minor signalling problems. The failure of 1B signal was because the relay had fallen out! Clips were installed to hold everything in place. Some work was also done in the signal box. Henry got stuck into tracing an open circuit wire on 6 points. After much excavation and aggravation Henry and Mick ran a new wire and the whole tested OK ready for running day.

Brian Hurst has painted the inner main guards vans and they look smart in the Indian Red.

Mark Gibbons removed 44 points and replaced the defective microswitch. Warwick reinstated it all with a relay panel and with Brian Rawlinson's help tested it OK. Now it's all working again (thankfully!)

Lionel, Arthur and Brian Muston (our crack track team) reconditioned 3 panels on the outer main. The formation was tweaked and it has been replaced and re-ballasted with a better top and line. Arthur used his little tractor and trolley to make the work easier. Later with the assistance of David Thomas, they cut, drilled and refilled the

blue trolley with enough sleepers for the next effort. Mick did some bogie cleaning and maintenance.

Later we replaced a shunting signal stand which had rusted out. Fortunately we had a spare stand.

A day of trackwork was in order and Arthur, Brian M, Lionel got stuck into it, being joined at various stages by Brian R, Henry and Barry T. We removed the shunting neck from the outer carriage shed. It needed quite a bit of consolidating and lifting and most of the soiled ballast was used for this, plus some clay excavations and some road base. Eventually we decided it was good enough to go back and all the track was reinstated after being resleepered.

The following week Brian M, Lionel, and Arthur removed the adjacent siding and had it resleepered before most people arrived at the grounds! We spent a fair bit of time setting the level, and the track was replaced just after lunch following after which ballasting of that and the previous weeks work was completed. David Lee assisted in welding on some sleepers that had rotted off. Brian R, Brian M, Lionel and Arthur with his wheel barrow behind his ride on mower all helped get our two shunting sidings up to main line standard.

One of the inner main Pullman cars had a broken side board. Henry replaced this and remarshalled the set after a previous running days derailment. Some of the drawbars were adjusted as it seems the buffers were jamming. Warwick obtained some paint of the Pullman set colour and the replacement side board was given a coat of the right colour. The gold stripes were also applied to return it to its previous lined out state.

Mick and Warwick got into the floor leveller act too (copying the elevated guys), and we removed the outer platform road track through the level crossing in order to reset its level to prevent carriages scraping on the level crossing. This was successfully achieved at the crossing, however the presence of the Tonkin

The new level crossing gates and white picket fencing is starting to look really good!



drain created a thin space under the track that needed some other treatment. The solution was to raise the concrete footing, and this was done with floor leveller. After some time, it seems to be working really well.

The track alignment is better for the work, 38 points were lifted as well to ensure a smooth lead in. Barry T also delivered a carriage load of drilled and cut plastic sleepers for more ground level track works!

Level Crossing

Barry Tulloch and Martin Yule mixed some concrete and poured the foundations for the level crossing gates.

They have also completed all the welding on the level crossing gates. The posts have been galvanised. The jewellery has been zinc plated. They certainly look great!

With the installation of the crossing gates we approved to proceed with some white picket fencing adjacent to the new level crossing gates. This has been ordered and delivered and is now installed. This really does look great and sets off the level crossing gates wonderfully. Brian Muston has also finished the LX gate lamps and they look fantastic. They have been fitted with suitable locking devices.

Elevated track.

Jim and John have lifted another pair of beams on a pier on the elevated track. They finished off the previous weeks effort of beam levelling which came out quite OK. The aluminium screed boards were covered in gladwrap to alleviate the floor leveller sticking to it. This was mostly successful, but Jim spent some of the morning removing the residue. Its extremely sticky stuff! It certainly seems to be the right material for the job.

Ticket office.

The ticket office has been approved. The building is to be a smaller scale model of a small standard NSW station type building with gable roof. It is to have a prefabricated steel frame, laid on a concrete foundation. Cladding will be Stramit classic cream colourbond to look like weatherboards with a zincalume roof. Roof and walls will be insulated. It will be located near the existing ticket facilities. With the new level crossing and white picket fencing, it should be a very significant step forward in creating a traditional railway theme. The first step is to obtain the steel frame. After the October running day site preparation began in earnest. One of the aluminum seats has been relocated closer to the BBQ. Some of the fence panels in the vicinity of the new structure have been removed, the old ticket office frame work moved and the concrete apron broken up. At the end of October the form work for the new slab was completed and all the broken concrete was used as fill along with a lot of other suitable material around the ground. The first Saturday in November was a very busy day. By morning tea time we had taken delivery of the frame for the



John Lyons and Jim Leishman watch as the delivery truck exits the grounds after delivering our steel ticket office frames. The whole thing was arranged over the internet!

new office and had poured the concrete for its slab. With the excess we poured a pad for the water tank base. Jim Leishman had put some formwork together very quickly to enable this to be done. By the time you read this work will be well advanced as we hope to assemble the frame before the running day.

Conventions.

The Easter convention at QSMEE at Warner in Queensland is now open for registrations. This is shaping up to be a great event. Register now! Forms are available on the QSMEE website.

Road Steam – Large and Small John Hurst.

When you phone to speak to Treasurer John at home you may be told by the lady of the house that he is out in the shed with Nigel, Dickie and Bruce. If we did not know better we may be a bit concerned about the company John keeps! Here is a tale of one of Bruce's adventures.

Spot the Foden!





Three scales - 4", 6", & 12"

Jondaryan is a village roughly half way between Toowoomba and Dalby in Queensland. Its woolshed was constructed in 1859, to shear sheep belonging to what became the largest freehold pastoral empire in Queensland. This woolshed is now the centrepiece for the Jondaryan Historical Museum and Park, established in 1975 to present the history of Jondaryan Station, its role in the development of pastoralism on the Darling Downs, and the wool industry in Australia. From the 22nd to 30th August, Jondaryan celebrated 150 years of history with its 'Australian Heritage Festival'. One (of many) features of this was an operating display of steam traction engines, trucks and rollers, with over 20 in operation over the week. Later, from 23rd to 25th October, it was the 'Australian Miniature Road Steam Rally', with over 30 models attending. My 4" scale Foden and I travelled the 1000ks to both events, firstly mixing it with

the big boys, then with models more our size.

4" scale seems large until you are alongside 12" to the foot scale. They all weigh in at around 10 tons, and absolutely dwarf a model. The aim was to be in steam, and mobile, most of the day. Many were, and it was a fascinating experience to participate in. I was fortunate to be given the opportunity to travel on many of engines present, and some of their operators did accept the offer of a drive of mine. There was a certain reluctance to try their hand on the small stuff, as they are viewed as fussy and difficult – which compared to the full size, they are.

In addition to the road steam, there were also many portables in operation, driving hay balers, corn huskers, chaff cutters, bush saws, etc. For heritage week, the woolshed aims to have every bit of equipment running. Watching some of this ancient equipment actually working gave me a far different view of it than previous experience with static exhibits. Listening to a 60HP Case bark as a large log is pushed into a circular saw is awesome!

The steam displays were only part of the week's events. There were over 300 volunteers participating, many in period costume, with dozens of tractors, cars, trucks, horse drawn vehicles, and stationary gas/petrol/kero engines taking part. There were demonstrations of cheese making, sheep shearing (including using hand shears), ploughing, whip making, blacksmithing, etc etc. I learned how you can start a single cylinder field Marshall tractor with a hammer, get a Lanz Bulldog to run forward or backward by judicious use of the de-compression lever, and watched how a large single cylinder hot-bulb engine

is started. Each day, there was a Grand Parade, where all the mobile equipment, horses, goats sheep, etc would form up and parade past the visitors. The display was well over half a kilometre long. In one of these parades I had an ancient 60HP Caterpillar crawler bellowing right behind me. Great incentive to not run out of steam, as he would not have felt a thing as he ran me down!

The miniature road steam rally is the equivalent of our Easter convention, with models from 1" through to 6" scale attending. We had free run of the property, which means you can travel for many kilometres without using the same path twice. This is a great benefit of road steam, as unlike rail, you are not constrained by tracks and what other drivers are

Showman's engine, generating its own light.





A Clutch of Lorries

doing. Martin Yule (with his 3” Foden Lorry) and Brian & Sue Carter (who brought up Gary Nelson’s 3” Cliff & Bunting traction engine) were also in attendance, so the SLS was well represented. Most attendees arrived on Friday, with the Saturday having the largest number in operation. A Grand Parade was assembled each morning, with Saturday’s including thirty models. The Parade finishes with all the models assembling side by side in a long line, followed by the Whistle Blowing. All blow their whistles, sirens etc together (it’s quite deafening), then each engine in turn sounds off by itself. My new 4 note chime whistle acquitted itself quite well. The high temperatures caused many of us to experience injector and lubricator problems, including my Foden late on the Saturday, where the oil thinned to the consistency of water, and the lubricator refused to pump it. This was an advantage in a way, as it gave me the opportunity to look at others – and drive a few of them. Saturday night was the Rally Dinner, and it was quite

enlightening to see how well we all scrubbed up. We didn’t win all the lucky door prizes, but the three SLS members each had a win – we are truly a lucky club! Have a look at the photos – it will give you a better idea than my verbiage!

UP TO DEWELLINGUP

David Thomas

The longest and arguably the best of steam train working in Western Australia is the 23.6 kilometre line operated by the Hotham Valley Tourist Railway, between Pinjarra and Dwellingup, approximately 100 kilometres south of Perth.

For those who know as little as I knew until recently about the railway, the following might be of interest.

Following construction of a railway in and north of Perth, residents of the south west lobbied for their own railway to connect with Perth and other markets further afield. The result was construction of a railway 110 miles long from East Perth to Pinjarra that was opened on 22 May 1893. A more southerly section from Bunbury (Picton Junction) to Pinjarra was opened on 22 August 1893.

Branch lines were subsequently added to Boyanup, Busselton and Donnybrook to Bridgetown.

The railway from Pinjarra to Dwellingup was part of the railway to Narrogin (reached in 1926), largely provided to service the thriving timber industry, including logging of the famous Jarrah timber for local and export trade. This line passed through Hotham Valley east of Dwellingup.

The Perth to Bunbury line is located on the largely flat coastal plain, enabling the line to be made with a minimum of major engineering works, including excavation and bridge construction. This plus the agreement that during construction of the line the construction contractors could carry paying traffic re-

Full size replica of an 1890’s steam tricycle





W920 & W903 battle the grades up the Stirling Range to Dwellingup

sulted in the average cost per mile being “the lowest throughout Australasia”.

Conversely, east of Pinjarra, the branch line climbs into the Stirling Range through a series of hills that increase in elevation to 832 feet at Dwellingup. The change from the flat to gently undulating coastal plain to steep hills is, to say the least, dramatic scenically and for railway operation. One section of approximately 3.5 miles has an average grade of 1:35, with a maximum of 1:28, and six chain curves.

Whereas the coastal plain has been largely cleared and used for grazing, the hills to the east are covered in forest and prone to occasional fires. In 1961 a major fire resulted in the loss of much of the forest and infrastructure in the district. This in turn resulted in declining use of the Pinjarra to Narrogin line until, in 1970, railway usage was only one freight train per week.

The Pinjarra Steam & Hills Railway Preservation Society, later to become the Hotham Valley Tourist Railway, was formed in April 1974. In 1976 the group obtained a lease of the Pinjarra loco depot. Following some repair and resuscitation of the depot, operational steam working re-

W903 at Dwellingup prior to the return trip



turned when W920 and an “F” Class diesel hauled a train from Perth to Dwellingup in September 1976.

“W” Class 4-8-2 locos were introduced to Western Australia in 1951 and were routinely used on the south west rail system, including the Hotham Valley branch line. Presumably they would have been considered ideal for the difficult climb owing to their relatively high tractive effort and high adhesion of eight coupled wheels. Their flangeless leading driving wheels would also assist them negotiating the tight curves of the line.

Double-headed steam operation commenced from Pinjarra in 1978 when W945 was restored. Steam operations also occurred between Dwellingup and Etmilyn, about eight miles east of Dwellingup. Owing to the lighter line in this section, it was worked by the older and lighter G123 (a 4-6-0).

In addition, the following year numerous steam train specials were run between Perth, Fremantle, Armadale and Midland as part of Western Australia’s 150th anniversary celebrations. Numerous steam runs appear to have continued up until 2006 when another major fire burnt out much of the Dwellingup district, including the timber bridges, culverts, railway sleepers and other infrastructure of the Hotham Valley railway. For a while this seemed to mean the end of railway operation on the line as the restoration cost was estimated at over a million dollars. Fortunately due to initiative and hard work of Ian Willis and other volunteers, and probably a lot of lobbying by various people, the state government agreed to provide a grant to cover much of the restoration work. The timber bridges were replaced with steel and cement structures. Most of this and other restoration work was done by volunteers, it is assumed that the government grant mainly covered the purchase of materials. Work took approximately 2.5 years to complete and the line was re-opened to traffic in September/October 2009.

I was fortunate to arrive at Pinjarra on the occasion of the fourth day of running since the restoration after the big fire, not being aware of the drama that had taken place over the previous three years. My wife and I were again very lucky to even catch the train that day as it was pulling out of the station when we arrived and we had to board

“on the run”.

The first stage of the trip was over flat terrain that had been mostly cleared for farming many decades previously. A stop soon followed, when we crossed over the branch line to the Alcoa refinery at Alumina Junction. A second prolonged stop occurred on the other side to reset the points and signals.

The next few kilometres traversed more farmland, beautifully green after the recent rains. Patches of bushland occurred in various places and increased to almost continuous forest at the foot of the Stirling Range. The display of wildflowers was wonderful, with spectacular displays of gold and yellow wattles, interspersed with red climbers against a background of fire-charred grass trees and eucalypts.

Although not as colourful, W920 *Pinjarra* and W903 *Marrinup* in their Hawthorn Green livery also put up a great show, producing healthy amounts of smoke and me-



**Above: View of valve motion and cylinder block of Pm706
Left: A traction engine on rails – previously for use in forestry operations near Manjimup.**



Owing to the steep grade and sharp curves the return trip took a similar time to that up the grade. At times clouds of dust were raised around the train from the recently re-ballasted track bed.

Later, a quick visit to the depot at Pinjarra revealed another operational W Class loco (W945) as well as a fourth (W908) in the old loco shed alongside Pm706, both of which were currently unserviceable.

Although not part of the Hotham Valley Tourist Railway, non-operating steam locos and other steam machinery were observed at Pemberton (V1213, SSM No.2), Manjimup (a modified G Class loco and traction engine that had been converted for use on rails!), a G Class loco proposed for restoration at Boyanup, and of course in the Railway Transport Museum between Bassendean and Ashfield.

chanical music on the steep and winding grades. Not so musical was the screech of flanges of the imported South African carriages on the sharpest curves. However the tight curves provided many opportunities for views and photographs of the locos from the train.

Arrival at Dwellingup was approximately 1.5 hours after departure from Pinjarra. As the distance from Pinjarra was only 23.6 kilometres the trip could hardly be called fast! The leisurely pace continued with similar time of stay at Dwellingup for lunch and a walk around the village and local district museum after watching the locos being serviced prior to coupling to the western end of the train. The locos were not turned but would run tender first on the return trip. It is unclear why the engines were not turned as there were triangles at each end for this.

V1213, out of use at Pemberton.





Above: Newlyweds Steve and Elise Border on Bungendore station with 3016 after their wedding at St Philips Anglican Church. The couple then rode back to Canberra with their guests for an evening function. Nothing like doing it in style!
Below: A busy scene as trains are made up ready for the September running day.



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Public Running Day is the **THIRD** Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are \$1 each.
To ride on the trains, enclosed footwear must be worn.