

Bernie Courtenay with his newly completed Blowfly prepares for running on the October Running Day.

August Running Day.

This was our last winter running day for the 2012 season. The strong winds we had been experiencing eased for the day but it was still a bit chilly especially as the afternoon wore on. The initial setting up was carried out by Barry M, John and Arthur and Vic. When Warwick arrived he was assisted by Neal and Simon to set up the finger posts. The support posts had been set in place the week before and Brian H had completed the painting during the week. Mark had removed the base formwork and tidied up the soil after he had checked the points on Friday. We have two of these direction posts, one is near the main entrance and the second is between the club house and the BBQ. They give that extra touch to the grounds. Arthur had organised the re-upholstering of some of the

seats for the ground level carriage fleet and today the first two were delivered and fitted. They look very good, we now need to sell first class tickets!

The first train out on the inner was hauled by Lionel's TGR R class 4-6-2 running train engine and Ray Lee's C3803 up in front. Max assisted Lionel with the driving of the R class while Tony Eyre and Matt Lee assisted on the C38. This locomotive combination ran well all afternoon and handled the loads without any trouble. The second train on the inner was taken by Warwick with WAGR V1224 2-8-2 and made up of the seven car green set. David T was guard for the whole afternoon. Warwick had a GPS unit with him and recorded some data of the afternoon's run. The locomotive travelled 16km throughout the afternoon with a maximum speed of 8km/h.



Garry and the B1 with Greg and the Ps4 ready for their passengers on the elevated track on the August running day.

The more usual speed was 4 to 6 km/h. Many of the trains were well loaded, and, as is often the case now there are far more adults than children riding on our trains.

We had our large scale narrow gauge locomotives running on the outer main. "Mountaineer" 2-6-2 with Barry T at the regulator ran one train and the second train was hauled by "Toneya" 0-6-2 Fowler cane locomotive driven by Ross Bishop. Both locomotives handled their trains with ease and ran very consistently all afternoon. Jim and Dom Mulholland had C3901 in steam in the

ground level loco but did not venture out onto the track.

On the elevated track we had three trains running. Our seven car train was hauled by John H with 2-8-0 "Nigel Gresley" leading train engine 2-8-2 heritage Mikado with Arthur at the regulator. With some of the loadings the two locomotives had to work very hard, especially past the ground level locomotive depot and then swinging into the arrival platform. A second train on the elevated was hauled by Greg Croudace with the Ps4 as train engine and Garry Buttel and the B1 "Impala" running in front. This combination ran well till Garry was forced to retire to loco with a feed water problem. Greg and the Ps4 continued till the end of the afternoon. Brian K had the Rawlinson blowfly in steam and we had left two cars for Brian to run.

Things became a bit confused when, as Brian was let out onto the main line to join the two cars in the carriage shed siding John T appeared from the arrival platform with the said two cars. Needless to say Brian was a bit surprised to find that his intended train had vanished. With a bit of shunting around the two locomotives double headed for some time until Brian retired the blowfly back to loco. I acted as station master for the afternoon with some assistance from Paul, after helping on the gate for a short after opening. I think we had a few first time visitors as indicated by their difficulties in getting on to the cars.

We had a very big crowd waiting to get in at opening time. Graham Tindale was on the gate and was assisted by his friend Ted McIntosh for the afternoon. There were a number of large party groups, some had set up early to get their favoured position. We ended the day with 3420 rides which made this our third best August running day and about 600 above the August average. In 2000 and 2004 we had over 3500 rides.

The canteen was looked after by Elizabeth, Dianne, Lee, Margo and Joy. The large crowd kept them busy and there were a record 60 hot dogs sold. Emily had one person to treat for some foreign matter in an eye.

The signal box was operated by Barry M, Mick, Steve Border and Peter Sayers learning how the box works.

Members who acted as guard and,

All ready to go just before the gates opened, two trains pass Neal's traction engine resting at the end of the ticket office garden siding.





A view of the August crowds!

or station master were Tony Eyre, Martin, David T Ian and Simon. Thanks to Stuart Kean who acted as staff photographer for the afternoon as Warwick was busy driving all afternoon.

Many thanks to all who worked hard to make the day a success, these big winter crowds certainly stretch our resources and we really need as many members on hand as possible to share the work load.

September Running Day.

The spring running season opened with a slightly cloudy day being rather cool due to a brisk southerly breeze. Arthur was first on hand to start setting up and was soon joined by John H and Barry M and eventually Vic. As well as the general preparations of the grounds a hit team of John and Arthur, Warwick and Mark worked on one of the elevated stub points to increase the gap and prevent the points sticking when being operated.

There was some early activity on the elevated with Nick steaming his "Maisie". There was a problem with a clack

Tony Eyre on Rays Lees 3803 leads Max and the R class through the station area on the August running day.



valve stuck open and the locomotive was the centre of attention for some time. Greg Croudace steamed the Leischman built Ps4 Pacific and was out on the track early. Nick and Travis had turns at driving the locomotive. When the afternoon's passenger hauling got underway Greg ran one train and was later joined by John T with the J class Z2904 which coupled up as train engine, running till the end of the day. During the afternoon Paul Brotchie took a turn at the regulator of the J. The second train on the elevated was one of six cars with Arthur and the heritage Mikado 2-8-2 running as train engine with John and 2-8-0 "Nigel Gresley" coupled in front. As usual this locomotive combination ran very well all afternoon.

Ian Tomlinson was gate keeper for the afternoon with a comfortable crowd visiting for the day.

The highlight for the day was the first run of the Shay on passenger hauling duty. Running on the outer main Mick coupled up to the Central West set. As Warwick put it the Shay "purred and whirred" all afternoon proving to master the situation. Mick was happy with the performance, especially the locomotive's ability to lift the loaded train from a stop at the bottom of the grade even with reduced pressure on the gauge. There was a GPS unit mounted on the tender and this recorded a distance of 16 kms covered for the afternoon. The second train on the outer was hauled by "Mountaineer" 2-6-2 with Barry T and Martin sharing the driving and guard duties. On a couple of occasions the front truck was off the rails, the reason for this was not immediately obvious, it will require investigation.

On the inner main we had Lionel with the TGR R class 4-6-2 coupled to seven cars. Unassisted the R class, with skilful driving, went well all afternoon. Max alternated the driving and guard duty with Lionel. There was only one occasion when the locomotive was short of breath at the bottom of the grade, so it only goes to show what a good locomotive and expert enginemen can achieve. The second train consisted of Warwick's WAGR V class 2-8-2 at the head of the Pullman set. Four of the five cars now have the re-upholstered seats. There were some heavy trains during the afternoon but on some runs there were plenty of empty seats.

With Mick involved in driving the Shay David T was track superintendant for the afternoon and also recorded the activities with Warwick's camera.

The kiosk was a bit short of the usual number of helpers but Elizabeth, Joy and Kim did a great job catering for every ones refresh-



Mick and the Shay in the Outer Main platform on the September running day.

ment needs. Emily was on hand but had no patients to attend to, fortunately.

Those on guard duty during the afternoon were Tony Eyre, Graham Tindale and Simon. There was multi-tasking on some trains with driver and guard duties being shared around, those involved were Barry T, Martin, Peter Dunn, Paul Brotchie, Max and Lionel. On the elevated Ray L and Neal had turns as guard as did Nick. The signal box was operated by Barry M and Mark.

The day finished with a total of 2385 rides, this was a little above average for September but well below some of the scores we have had in the past. The crowd was man-

Greg Croudace and the Ps4 leads John Tulloch and 2904 on the September running day.



ageable and it was a pleasant day all round but we were very lucky to have just enough locomotives and members to run the day successfully.

I missed the day as there was a family function to attend so I must thank Warwick, Barry M and Mark for their observations to complete this report.

October Running Day.

The weather was looking very good for our mid spring running day which also coincides with the Ryde Granny Smith Festival. The morning was rather hot but we were fortunate that a light southerly change had come through about lunch time and kept the afternoon temperature at a reasonable level. Setting up was looked after by Barry M, Arthur, Vic and Graeme K initially, joined by others as the morning went on. Mark Gibbons set up a recorder to keep a record of the afternoon's CCTV coverage of our activities. I removed the formwork off the latest concreting on the outside of the elevated track at the arrival platform. Some back filling and contouring was also carried out to tidy up the edges. Graeme K did a lot of track tidying with the leaf blower and I walked the elevated track trimming any overhanging vegetation to remove the potential temptation for little reaching hands. The boiler inspectors were busy! Barry T had the boiler of his 3 1/2" T class hydrostatically tested in readiness for the small gauge day. Andrew ran a steam test on his "Maisie" after the fitting of "pop" safety valves and was pleased with the result. Andrew then took the locomotive out on to the elevated track for a few laps and by the end of his run the loco was starting to attain the speed we know this design is capable of. When Andrew was finished with the 4-4-2 he saw to a steam test for my Z1915 which now has its first four year ticket. We saw Nick's Blowfly, now a rolling chassis. This was begun by Hart Brammer and Simon has been assisting Nick to reach this stage. Nick wheeled the chassis round the elevated track, he is very happy.

A couple of groups took advantage of the opportunity to set up before lunch time. One of the groups had three tables and heaps of chairs, they were well set up. Mike Tyson was on the gate and he was assisted by Pat Tyson. They were busy for the start then things settled down

with a steady stream of visitors throughout the afternoon. We were fortunate to have a good allotment of locomotives available for the afternoon as a few of our regular drivers were at another event playing with steam trucks and traction engines. Brian Kilgour had the Rawlinson "Blowfly" in steam and ran as train engine on the blue set on the elevated. Bernie had completed some pump modifications on his "Blowfly" and double headed with Brian on the blue set. The two locomotives performed well till



Garry Buttler and Impala having an October run on the elevated.

late in the afternoon. The now usual seven car train was run again with Arthur and the heritage 2-8-2 as train engine and John T and the J class in the lead. Garry Buttler had the B1 "Impala" 4-6-0 in steam and ran a two car train till a bit after 3.00pm. An incident on the ground level saw John T take the J class off the elevated and run on the outer main for the rest of the afternoon. Garry stowed his two cars and proceeded to couple on to the front of the seven car train. We once again saw the vastly different rotation of the big wheels on the B1 and the small Mikado wheels. We had some very large loads during the afternoon but everything went well. Travis acted as station master all afternoon, I rode as guard on the seven car train and Neal and Brian Hurst also acted as guard on the double Blowfly train.

We had some interesting running on the ground level.

Bernie and Brian with a swarm (almost) of October Blowflies. Neal Bates is guard.



On the outer main Greg Croudace double headed with Graeme K. The Ps4 4-6-2 was in the lead and 2401, 4-6-2 was train engine. This combination ran very well all afternoon, Greg is enjoying the challenge of running the two laps rather than the single lap on the elevated. Mick steamed the Shay running the second train on the outer. The locomotive did very well with some of the heavy loads on offer. Just after 3.00pm there was to be an engine change with the Shay replaced by Ray Lee and the 4-6-0 VR A2 class. There was an incident during the change over that saw the Shay and the A2 suffer some damage so both were retired to the depot. John T came off the elevated with the J class and saw out the rest of the afternoon running this train, suitably shortened.

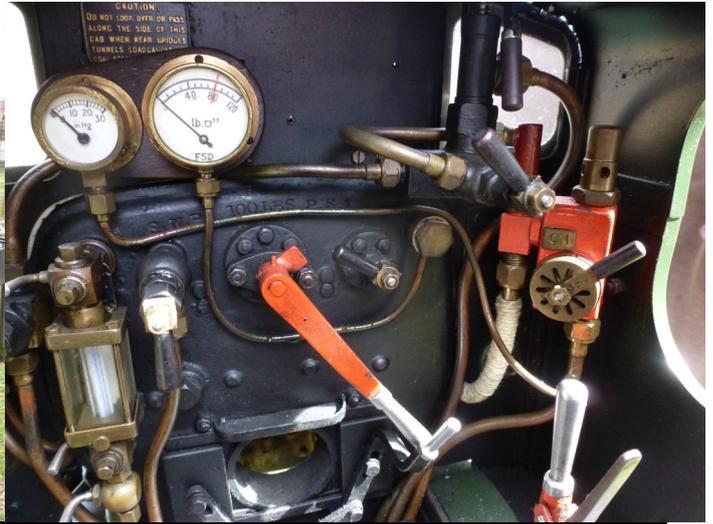
On the inner Warwick's V1224 2-8-2 ran a train with all the seats newly upholstered. First class tickets required here thank you! Andrew was at the regulator for much of the afternoon and had a very consistent run. The second train on this track was hauled by "Mountaineer" 2-6-2 with Barry T driving and relieved along the way by Peter Dunn.

The signal box crew were Barry M, Mark, David L, Peter Sayers and Warwick. Track superintendant was David Lee. Others involved with the operation of the trains were Tony E, David Thomas, Ian Tomlinson and Graham Tindale, Peter Wagner was the ticket seller for the day, and we had a total of 2259 rides which is well above the October average. The canteen was looked after by Liz, Dianne, Joy, Lee and Margo. As Emily was away Wendy was first aid officer and had a couple of minor incidents to attend to, this has upset our injury statistics.

We had a very busy afternoon keeping everything running. In his report on the day's activities Warwick thanked all members and friends who had contributed to the success of the day.

September Members Day.

For a change we had beautiful spring weather for this member's day, nearly all others we have had have seen some threat of rain. The boiler ticket for my Z1915 was within a few weeks of running out so I took the opportunity to have a run with the wagons and gave the coal road guards van a run instead of the HG. I was out on the elevated early, enjoyed a good run and then came off as Graham Tindale was venturing out for a run with his "Maid of Kent". Ray Lee gave C3112 a run on the elevated. Brian M was first out on the ground level with his Maxitrak "Planet" and the Sydney Steam Tram motor. The advantage of these electric locomotives is the speed with which you can be enjoying a run. No waiting



Andrew tends to friend Dennis' recently imported Pannier Tank. The backhead is nicely finished too!

for the fire to build up, that was taken care of in one of the power stations while the batteries were on charge! Simon steamed his Simplex running on the outer main ground level as well Mick Murray steamed the Shay again, it is performing well. Peter Sayers gave his diesel outline battery powered locomotive a turn again on the ground level. David Thomas brought his SA railways S class 4-4-0 chassis and ran it on compressed air in the ground level depot. This is an inside cylinder locomotive and seems even more compact between the frames than my Z19. About lunch time, Dennis, a friend of Andrew's brought along a very nice GWR Pannier tank, "Pansy" design for inspection and testing. The locomotive had been imported from the UK. It was very detailed, well built and finished. It came with a GWR, seven plank (I think) 9" wheel base open wagon that served to carry water and coal. It also was nicely made and finished. The locomotive was inspected and then passed its hydrostatic test followed by a steam test which also went well. It was disappointing that when Dennis and Andrew attempted to

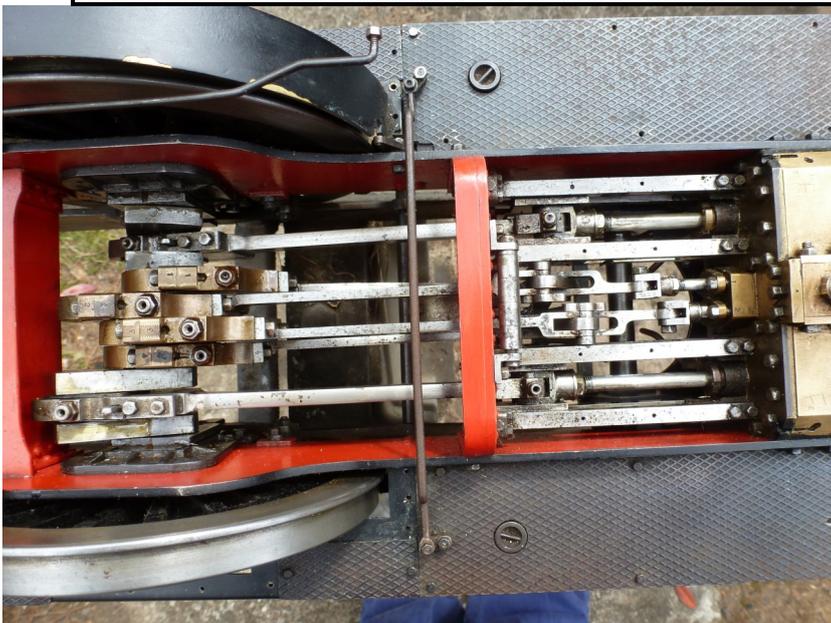
run the loco both the pump and the injector failed. Andrew took the locomotive home with him and worked on it during the week and the following Saturday it was in steam on the elevated from just after lunch till late in the afternoon with a variety of drivers.

We enjoyed a great lunch of BBQ'ed sausages and onions with bread rolls well cooked by Barry M and Martin. The tables were set up outside and we enjoyed the sunshine.

There was a little bit of work carried out. Barry M mulched some clippings that had been left on the BBQ timber pile and did some extra cleaning up. Lionel drilled a lot of plastic sleepers ready for the next round of GL track maintenance. Warwick replaced a buffer stop facing, cut some sleepers for #10 points and repaired a broken wire feeding a shunt signal. David Lee did some measuring on the bridge. Paul Brotchie fitted a new blade to the mulcher and we will soon have a spare blade and a replacement lower shroud for ours which is cracked.

The day was thoroughly enjoyed by all who attended, it is nice to have a relaxing time, an easy run. Good company and some enjoyable food

The works of David Thomas' South Australian S class.



TV Filming. Selling Houses Australia.

A report from Simon Collier.

This was carried out on the first Friday in October, here is Simon's account of the day.

Yesterday, Sarah rang me to confirm and discuss a few things. This morning, I arrived a bit after 7.30 as did Mark, and to my surprise, Barry Millner. Nick arrived about an hour later, and Neville Amy also called in briefly to bring Mark something. We put The Old Girl up in the steaming bays, flushed the tender and got ready. I had brought all my tools, oils and air hose, kindling etc. We had morning tea and steamed up, while Barry was busy marshalling carriages and operating the signal box. I remembered all of Andrew's instructions and Mark is pretty familiar with her so we had no problems. In the end, after discussing it with the crew, I opted for two of the newly covered

Duty Roster.

December W.Allison, N.Amy, S.Collier, G.Buttel, B.Millner, S.Murray, P.Ryan, V.Scicluna, G.Tindale.
 January. B.Courtenay, G.Croudace, S.Larkin, L.Pascoe, S.Sorensen, D.Thomas, D.Lee,
 February. J.Hurst, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, M.Tyson, M.Yule, R.Bishop.
 March. B.Hurst, A.Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffa, B.Tulloch, J.Tulloch, N.Bates.

Gate Roster.

December. Martin Yule. January. Warwick Allison February. Andrew Allison

cars only, on the inner main line. The film crew turned up well before 10, and the family involved who own the house a while later. We had done a number of test laps earlier, so when they were ready, we got started. I had ironed my shirt (rare) and had my best engineman's gear on, so I drove. It involved doing a few laps, some with the camera man on the train, and some with him off. As well as the camera man there was a sound engineer, both called Matt, and the producer was Amanda. The family comprised of pregnant wife, husband and toddler. At one stage I got the little one to hold the shovel and I guided it into the firebox, which camera man Matt got. Matt had been brought to the grounds as a kid, so knew it and had an appreciation of our set up. Mark talked cameras with him, as of course, Mark had worked on cameras and related stuff at the ABC. It turned out that the house involved is just around the corner, three houses away from me, and a house I know very well, as it is an unusual (for the area) weather board, double storey house with a line of large trees up one side. I had seen the cameras and microphones out the front a couple of times recently and wondered what it was about.

The crew left about 11 or a bit after. Barry got a phone call and had to go off to work or something distasteful, so unfortunately he missed out on a drive of the engine. We kept her in steam for a couple of hours more, and a full train was hooked up for a run on the outer, with Nick having a good drive as well as Mark and myself. The brakes are very poor, and with only two carriages on earlier, effectively none. But, the sound is magnificent and she is very easy to fire and drive. There was an intermittent steam hiss from under the cab somewhere which we all tried to figure out, but it was Nick who determined that it was from the connection to the cylinder drain cock steam valve, which is out of sight under the floor.

It was very hot indeed, which was really bad luck. The change arrived just as we were returning to the steaming bays. Unbelievably, none of us had a camera. Mark and I independently thought that we would be too busy, and Nick's camera, which I was relying on, is apparently broken! So we have not got one snap of the day. The show will screen probably in February, after which they will send us a copy. I told Matt to delete the first lap, as I had overfilled the boiler and had more water than smoke / steam coming out of the chimney for 2/3 of a lap, but the wife enjoyed the shower as it was cooling in the heat! It is very easy to forget the injector is on, as you have to leave it on for a while (unlike the Simplex). Nick fell for this trap as well. If it goes to air my reputation will be ruined forever

All in all it was an interesting and enjoyable day but spoiled somewhat by the heat. We all want to steam The Old Girl at the Christmas party as she is so much fun to

drive and listen to. Are we certified Old Girl crew yet Andrew?

November Small Gauge Day.**First Saturday in November.**

We can certainly pick the weather for our Special Running Days. After a week of pretty good weather Saturday was cloudy with drizzle for much of the morning but it did brighten a little after lunch with no more rain. As these notes are being put together on Sunday it is a near perfect spring day. Despite the dull weather the atmosphere at the grounds was warm and friendly. Simon opened up very early and I got there not long after 7.30am. We were able to get things opened up, and the important things, put on the urn and get some fresh milk. As I had arrived so did our first visitor. This was Rick Mallaith QSMEE with a very nice 3½" 4-6-2 that actually carries an NA boiler number, having being tested by the late Cec Gunning at our grounds. The collections then started to arrive for the display in the clubhouse. First, the Allison collection closely followed by the Hursts and then Alan Mackellar. By morning tea time when the Tulloch collection was unloaded the display tables were nearly filled. The display of the older models was very nostalgic and historic. They had come out of storage, off mantelpieces and out of display cases. The Hurst collection with construction by the late JE and JL Hurst and boiler work by the late CS Mackellar and Alan Mackellar goes back to the very genesis of the Society. Barry T's NSWGR T class is almost 50 years old. Barry relates that when buying parts from the legendary O.B. Bolton, Mr Bolton remarked, "That is a big locomotive you are going to build, Son". Imagine what he would think of what things are like now! Some of the visitors had bought locomotives for display some of which are older locomotives under restoration and even a new construction of a BR 9F, we may see these in steam in the future! Barry Potter had on display some 5" gauge Z24 class tenders that he and others are working on under Barry's direction. The detail that Barry is including in the construction is extensive and will be wonderful to see completed.

The first locomotive out in steam was the BR 8F 2-8-0 built by Brian McGuire to the Martin Evans "Euston" design. He was closely followed by Hugh Elsol with his 2-4-0 "Hardwick". Vic steamed his Climax, as steam was raised the whistle valve would not seal but Mark managed to get it to behave and Vic was able to have it out on the track for a few laps. Garry Buttell fired up his C3675 and ran well with daughter Emma having some instructions and a drive on her own. The only 2½" gauge locomotive to run was a "Fayette" built by the late Norm

Small Gauge Day Scenes



Clockwise from top left:

1. Rick Mallaith from Queensland with his Pacific built by his father.
2. Ray lee and his 3½ inch gauge 32 class.
3. Hugh in the station with Andrew and Maisie in the loop.
4. Brian Muston being Chef and Arthur preparing our lunch time feast.
5. Max Gay's 38 class.
6. Brian Hurst casts his eyes over the Hurst collection on the Small Gauge Day. Construction by the late J.E and J.L Hurst with boiler work by the late C.S.Mackellar and Allan Mackellar. this would have to be considered as part of the genesis of the SLSLS.
7. Brian McGuire and his 8F were the first locos to venture out and had a good run all day.
8. Hugh Elsol at the regulator of the second locomotive out on the track, a 2-4-0 noted for its swift running as was its full size counterpart for the day!



Small Gauge Day Scenes



From top left clockwise:

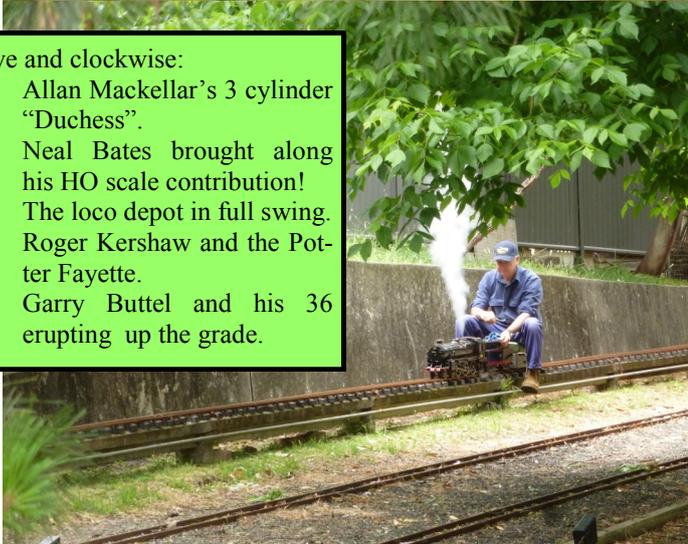
1. What is this lot up to?
2. The answer!
3. The clubhouse display and where a lot of talk took place.
4. Vic Scicluna and the Climax.
5. Maisie and Mona did some brief double heading.
6. Andrew and Maisie under scrutiny
7. Barry Potters' Fayette. This was the only 2½ inch gauge loco in steam.
8. Liz, John and Margo buttering rolls!



Small Gauge Day Scenes



- Above and clockwise:
1. Allan Mackellar's 3 cylinder "Duchess".
 2. Neal Bates brought along his HO scale contribution!
 3. The loco depot in full swing.
 4. Roger Kershaw and the Potter Fayette.
 5. Garry Buttel and his 36 erupting up the grade.



Potter, driven first by Barry, then a bit later on by Roger Kershaw. Warwick's "Mona" was in steam after lunch and had a short spell double heading with Andrew's "Maisie" taking the only passengers for the day. Ray Lee ran his C32 class, Rick Mallaith steamed a very well finished 4-6-2 after lunch and late in the day Barry T steamed the Teutonic locomotive. We even had John T running an electric powered 2½" 35 class loco with some scale coaches and Neal ran a couple of Hornby OO gauge locomotives and wagons on a board set up on the GL turntable roads.

Morning tea and lunch were enjoyed by all present Elisabeth and Margo looked after the canteen with some help from Arthur and John Hurst. There was a very tasty collection of goodies to enjoy with the tea or coffee, thank you to all, and especially to Mrs. Taffa for the scones. Brian M and Arthur cooked the onions and sausages on the BBQ.

I think that the day was very much enjoyed by all who attended. There were representatives from nine other clubs, it was an international gathering as one visitor was from Christchurch NZ. I am sure this type of day will be repeated in the future.

Works Reports

Just the week before the August running day the fingerpost posts were attended to with holes dug, posts planted and concrete poured (mostly by John L, who mixed all the concrete himself, about 5 barrow loads). Thanks to Brian M, Jim L, Vic S and Mark who all assisted. Barry T held the spirit level. Mark, Neal and Warwick attended to formwork for some small plinths around the posts. When the arms were finally fitted the following week it all looked very good. Subsequently we have ordered another one to be installed in the elevated station area. Brian H did an excellent job with the painting, it required a great deal of patience.

Bottom Fence

Simon received advice on a Tuesday that the bottom fence was to be renewed starting the following day. We had been expecting this, but not with such short notice. The resulting new fence is quite good, especially seeing



The President erecting the fingerposts!

they have also replaced the gates and side fence, plus they re-erected our entrance sign. Unfortunately they trashed the bottom garden with indiscriminate chain saw use. Representations had been made to the site office following this. A closer inspection showed that it would seem that some of the posts do not have concrete on all sides (they are hard up against the footpath) and thus they wiggle a bit. At least it looks good and the gates swing well. Thanks to Simon for coping with this unexpected action! Since the fencing was completed the foot path has been resurfaced with pavers and street lighting put in. The advantage of the paving is that the gap below the bottom of the fence has been reduced.

Ground Level Railway

Thanks to Arthur for arranging the recovering of our ground level carriage seats. The new material is marine grade. Mick Murray has purchased some more guards seats and has fitted them. This has removed those uncomfortable ones on the ground level cars. Guards will want air conditioning next!

Warwick installed a wheel and clearance gauge on the unloading road. This gauge should detect incorrect back to back, flange depth & width, and inadequate clearance

Editorial.

Our Small Gauge Day was well attended and well received by all accounts. The chance to see so many of the old models, some over fifty years of age, gave an insight into the early days of the hobby. The hand skills displayed by those early constructors set a very high standard for us in the present time to follow. Many were not trades men so they were self taught, no doubt assisted by those with trade skills, and they must have been very satisfied with their workmanship. Seeing many old models in different stages of restoration is a good omen for the future as we will have the chance to see them in operation once more.

With the end of the year approaching we can be happy with what has been achieved throughout 2012. On running days it is always pleasing to hear favourable comments from our visitors about how good our improvements look and how attractive the gardens are.

On behalf of the Society I would like to wish all members and friends of the society the very best wishes for Christmas and may everyone enjoy a great New Year and a successful 2013.

A special thank you to all who have contributed to the Newsletters for 2012.

John Lyons.

above the rails. If the gauge swings as you pass over it, it has detected a non compliance! It is designed to not jam anything in the process (patent pending). The centre clearance is 3/8 inch and the outer clearances are 5/8 inch. Some locos may have some difficulty with the outside clearance. Not to fear - this is mainly for footboards and running gear on the outer extremities of the car so it doesn't hit adjacent tracks with some vehicle tippage, or with changing grades. It will certainly tell you how close you are! Mick has ordered some new bogies for the ground level cars from Warwick Sandberg. Mick Murray and Mark have investigated recording of our CCTV video on running days. Consequently a DVD recorder has been installed.

Ride On Mower & Grounds

Trials were made of ride mowers to find one that is suitable for the grounds. After a significantly involved series of trials organised by John Hurst our new mower was decided on and purchased.

He was down early one gardening day and mowed the whole grounds in 2 hours using our new machine. This proved very versatile and everyone seems happy with it. It will be a great benefit to the society as it comes with a trailer.

In a recent wind storm some tree branches had come down in the winds and Arthur did the honours and a massive job in cutting and cleaning all this up. Barry Millner installed a new belt onto the mulcher and then proceeded to assist in the clean up feeding all the small stuff into the machine.

Elevated Station

Work on the elevated station area is progressing well. We have been attending to the surfacing on the outside of the curve for the arrival platform. Working in stages we have moved from the region of the new drain to the stub points. The first stage worked at removing the concrete over the Tonkin drain, wire brushing the drain surface, setting up some form work to reach the crest of the drain, then concreting with a good coat of Bondcrete to help the mix adhere to the drain top. Stage two worked from the drain crest and about a metre and a half down the track to set up a 300 mm strip on the outside on the curve. John L has been leading this work assisted by Vic and Jim L. On the Saturday following the September running day an extra excavator, Arthur, saw a good few metres prepared and formed up for concreting the following Saturday. With John L mixing the concrete Garry arrived in time to do the floating off. On the morning of the October running day John L removed the formwork and did some back filling and site cleaning up. That left only a small section to complete before the Small Gauge Day in early November. John L has also cleaned the bricks forming the edging to the elevated loco depot and cemented these in place. It looks good but he would not earn his keep as a brickie. The station platform indicator has received its nice new bronze hands, restoring it to original condition. Some treated pine trimming has gone in behind the elevated station sign posts.

Elevated Loco

Barry T, Peter, Paul B, Neal and Warwick attended to welding up the steel for the additional 3.5" gauge tracks in the steaming bay. These were fitted snugly to give us an extra 6m of steaming track.

Andrew has made 3 buffer stops (and painted by Brian Hurst) for the elevated steaming bays. These have been installed at the ends of our new 3.5" gauge track for the small gauge day. They can be removed for normal running day needs.

Ground Level Railway

There has been a big upgrade of the outer main since the last newsletter. Brian M, Lionel, Mark and Warwick attended to re-sleepering the outer main platform track. They were assisted by Mick and Harrison, and later by Peter and David. The track was lifted in one piece (yes no joints!) and resleepered, while the weedmat was lifted and laid out to dry. 44 points was also lifted as it had no fabric beneath it and there were two panels of track on the other side which also needed resleepering. A lot of the old ballast was spoiled and was placed on the bank to fill gaps beneath one of the new fences. Brian M cut a wheel barrow load of sleepers ready for our next resleepering day. Lionel took the early lead and had the outer main opposite the platform out before Warwick arrived. Lionel did most of the work himself with some assistance from Warwick and Andrew barrowed some ballast.

Following weeks saw 10 points (both ends) and all the main line track beyond the station. This was the equivalent of over 12 panels of track, so it was a big effort! David Lee and Brian M assisted and as the day went on Arthur, Barry, Andrew, Nick, John, Peter and others attended as well. The track was back and ballasted by about 4.30pm, a great effort.

Then with a great crew of 7 or 8 people the inner main platform road was removed, resleepered and replaced. Brian M ensured we had a good supply of sleepers, and with Andrew and Ray on battery drills, David L and Arthur with the spanners and Nick with the sleepers the work was ready for reballasting just after lunch. Where the locos wait, the sleepers had corroded so these were chiselled clean and painted. Apart from the diamond crossing, all mainline track is now plastic sleepered. This is equivalent to rebuilding the TransContinental!

Mark Gibbons and Vic did some investigation as to why 44 points were taking so long to operate. This turned out to be a relay with a high coil resistance making the time

Diary.

1 December.	Christmas Run and byo BBQ.
4 December	Members meeting.
15 December.	December running day.
31 December	New Years Eve run and byo BBQ.
8 January	January Directors meeting.
19 January	January running day.
6 February	Members meeting
17 February	February running day and next Newsletter

delay imposed on point operation extend by 10 seconds!

Painting

Brian Hurst has prepared and given the Signal Box door a new coat of paint. Brian has carried on and painted various buffer stops, protective ramps and point motor covers.

Locomotive Notes.

Garry Buttel brought along Impala to test some repairs. He ran on the inner main and pulled a car set to see how it went.

Barry T brought along the Atlantic's chimney all nicely polished and tweaked for the shape! It was good to see Hart Brammer and his wife who brought along some Blowfly parts for Nick. This will be a great push along for Nick's loco and I think everyone was very pleased indeed. Hart has also donated some magazines to the Society.

Also running was Garry Buttel who ran wrong road on the outer main & platform road due to trackwork obstructing the other roads. John Lyons had 1915 in loco stripped down for a hydro, for which Andrew did the honours. The steam test was supervised by Andrew on the morning of the October running day. David Thomas also did a test on the B10 on the elevated ready for next running day.

Paul Brotchie brought along some laser cut 23 class frames. Andrew has also attended to boiler tests of two boilers for Ray Lee, and the 35 was also put back together and given a steam test as well. It has had a tone up and repaint and looks great!

John Hurst had the Foden in for a steam test as well, sporting a very large new rosebud grate. Towards the end of the day, Garry Buttel steamed the B1. This was for photographic purposes. He waited until it was late in the day to get the low sun to avoid the shadows. As well he gave some rides to some interested visitors.

The tender for the castings offered recently was won by Andrew. The funds will go to the Redkite donation we usually make in November.

Vic Scicluna brought along his Jim Ranford built Climax. This loco was unfinished and Vic has been finishing it off and it was given a successful steam test. It then ran well at the Small Gauge day.

Clubhouse

Mick has provided a much newer and nicer Microwave. The ladies will be pleased!

Other

Barry T has removed the pressure gauge on the compressor to repair a leak it has developed. He has since also done a spare and calibrated both of them! Thanks Barry.

Paul Brotchie attended to the mulcher and has replaced the two blades and screws, as well as rewelding and reshaping the internal guard that was badly distorted. Thanks Paul!

Warwick dug out some concrete cancer on the path and with some sand cement mixed by John T patched the resultant holes.

Mick also attended to a new gasket seal for the ground level air regulator, which was blowing.

Commonwealth Oil Corporation Shay Locomotive No. 4

Part 1

By Mick Murray

The Prototype Locomotive

Commonwealth Oil Corporation Shay locomotive No. 4 was manufactured by the Lima Locomotive and Machine Company of Lima Ohio USA, being their works number 2270 of April 1910. It was imported by the Sole Australian Agent for Shay Geared Locomotives, Gibson Battle and Company, then located at 7 Bent Street Sydney, and entered service on the Wolgan Valley Railway in the Blue Mountains of New South Wales later in 1910.

It is noted by Shaylocomotives.com¹ that the locomotive was shipped to the Jeffrey Mfg Coy, NYC NY and that a tank was not furnished on the engine. It is not related where the tank was manufactured, though it may have been at the Jeffrey plant.

G.H. Eardley & E.M Stephens in their 1974 "Shale Railways of New South Wales" had this to say about Shay No. 4²:

"Shay locomotive No. 4 was built by the Lima Company, their work's number 2270 of April 1910, and went into service later that year. She was larger than the other three engines although similar in design. The three vertically mounted cylinders each had a diameter of 14 ½ inches and a stroke of 15 inches, whilst the gear ratio associated with the bevel drive was slightly lower, being 20 to 41. The weight has been given at 90 short tons in American parlance and the tractive power at 40,000 pounds. No. 4 did the bulk of the work on the Wolgan Railway in the later years but had a somewhat nasty habit of spreading the rails, staying on the track itself by virtue of its wide wheel flanges; the wheels of the wagons trailing behind had no difficulty in dropping down between the rails, much to the annoyance of the train crew.

When seen on a visit to Newnes during March 1953 locomotive No. 4 was in a derelict condition, and although the boiler was still in-situ, the firebox and tubes had been removed. The cylinders and their components had been dropped on their side and were partly dismantled and scattered about. The cab was incomplete and showed evidence that at various times it had been used as a desirable camping place. The massive bronze bell had been transferred to the nearby workshop for safety against theft and later came into the possession of Bruce Macdonald who in turn pre-

1. <http://www.shaylocomotives.com/data/dataframe.htm> - Accessed 3 May 2012

2. Eardley, GH and Stephens EM – The Shale railways of NSW – Australian Railway Historical Society - 1974

sent it to All Saints Church of England at North Ainslie near Canberra where its beautiful tone is to be heard on Sundays."

The Wolgan Valley Railway is understood to have ceased operation in 1933, after a stop-start existence over a number of years. Photographs taken in 1932 show No. 4 near Newnes Junction with a brake van in tow. At the time, the distinctive Lima smoke box door plate was missing. There are photographs of the locomotive substantially intact in 1937. After lying derelict for many years, Locomotive No.4 was scrapped around 1956. A rare colour photograph illustrates the remains of Shay No. 4 as they appeared in 1953:

A Distorted History

The Sydney Morning Herald of Tuesday 17 August 1926 contained a report which read: ⁴

"CEMENT WORKS AT CLANDULLA.

The Great Western Cement Company, which has taken over the Clandulla Cement Coy lands at Clandulla, proposes to open up collieries and quarries, and to manufacture cement. It also proposes to construct a branch line of railway from the colliery which it intends opening.

Mr White (consulting engineer) has been on the ground for the last week preparing details for the new works."

The Great Western Lime and Cement Company Pty Ltd subsequently established its cement works on land approximately 3 miles to the south west of Clandulla NSW. Whilst enjoying a direct connection to the Wallerawang – Gwabegar branch line of the New South Wales Government Railways for the export of its products and the receipt of non-indigenous raw materials such as gypsum (sourced from the vicinity of Ivanhoe),

the Great Western established a substantial narrow gauge rail network on its own behalf.

This 3' 6" gauge network connected the Cement Works with the limestone quarry at Carwell Creek, the coal mine at Haystack siding, and the ironstone quarry near Ilford.

The remote location of some of these sites and the lack of substantial roads meant that a general rail service was provided to service the needs of the quarrymen and their families as well as the services for the haulage of raw materials.

Having had positive results from a 2-truck standard gauge Shay of uncertain heritage, and upon hearing of the impending closure of the Wolgan Valley Railway, the Great Western Directors sought to purchase one of the surplus Shay locomotives for use on their railway. Shay Locomotive No.4 was subsequently worked under its own steam from Newnes to the Great Western works in 1933 where it was overhauled and converted to 3' 6" gauge for use on the quarry trains.

Like most industrial concerns at the time, money was tight for the Great Western, and C.O.C Ltd. No.4 retained its former identity throughout its remaining working life.

This provides an explanation for the miniature C.O.C. No.4 being seen in the company of narrow gauge rolling stock lettered for the Great Western Lime and Cement Company.

Of course, the above is mostly fiction, though the Great Western Lime and Cement Company did take some steps toward realising its plans including the construction of a concrete dam across a local creek, now being used as a water source for an olive growing venture.

The Miniature Shay Locomotive

The miniature version of C.O.C. No.4, scaled at 1½" to the foot (1:8) and wheeled for operation on the SLSLS 5' gauge railway, was substantially constructed by Henry Spencer.

The earliest record contained in Henry's documentation is a letter dated 30 March 1984 from the Curator of the Allen County Museum in Lima Ohio:

"I am enclosing what little information we have pertaining to this Shay Locomotive. I can also provide you with the two-page Drawing Card Index for this locomotive. It indicates what drawings were used for construction, as well as other data. The cost for copying and air mailing this Index to you would be \$4.50 (U.S.)."

Attached to the letter are:

A copy of the specification sheet for Lima Construction Order for Shay Locomotive No. 2270 shipped on 14 April

Remains of Shay No.4—Newnes 1953 ³



3. http://www.flickr.com/photos/7272097@N08/4943946699/?q=newnes_shay Accessed 3 May 2012

4. <http://trove.nla.gov.au/ndp/del/article/16324996> -Accessed 5 July 2012

1910; and,
 A copy of Standard Specification No. Y-90-316 dated 1 September 1937 being for a standard gauge Class 90-3 Shay locomotive (Code Word – YUXVC). This document is annotated with a number of conversions of the full size dimensions to their 1/8 scale equivalent.

Henry prepared a number of meticulous drawings of the parts and assemblies, many of them on small pieces of notepaper marked with the name and address of his employer at the time.

It is thought that construction of the locomotive commenced around 1989, though work may have started earlier, with some of the drawings having dates around 1986.

Various parts of the emerging locomotive were proudly displayed at the SLSLS grounds from time to time, and the completed engine unit had its first run on air at West Ryde.



Henry with "The Shay" in January 2010

Henry was unable to complete the locomotive due to deteriorating health, and Shay No. 4 passed to the current owner in January 2010.

Key statistics for the 90 ton class C Shay locomotive works number 2270 are provided by Henry Deane⁵ and compared to the equivalents for the miniature locomotive:

Item	Prototype	Miniature
Cylinders	3: 14 ½ in x 15 in	3: 1 13/16 in x 1 7/8 in
Boiler Pressure	200lb. Per sq. in.	100b per sq. in.
Weight, empty	152,000lb	Est. 400 lb
Weight in working order	186,600lb	Est. 440lb (excl. Driver)
Tank Capacity	2916 imperial gallons	4.5 imperial gallons
Loading:		
Front truck	70,000lb	TBD
Middle truck	67,000lb	TBD
Rear truck	56,000lb	TBD
Gear ratio	20 to 41	12 to 22
Driving wheels	36in. diameter	5in. diameter
Total wheel base	4 ft 1 in.	5ft 5 in
Rigid wheel base	4 ft. 10 in.	7 7/8 in
Tube length	12 ft	1 ft 5 in
Tractive power	40,400lb	Est. 198lb (incl. Driver)
Grate area	23 sq. ft.	Approx. 60 sq. in.

Part 2 will look at the work done to complete the Shay and early running experience.

5. Deane H - The Wolgan Valley Railway – Its Construction – Australian Railway Historical Society - 1979



Top: The October running day scene, Greg Croudace and the Ps4 in the outer main station, Mick and the Shay on the Outer main and Mountaineer is just entering the inner main station. Below: Barry Tulloch's 3½ inch gauge 50 class.



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

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

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