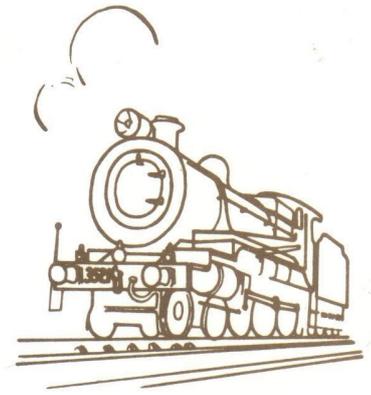


Sydney Live Steam Locomotive Society

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

'Newsletter'

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November 2013



Warwick Allison's NSWGR CC79 class was started by Rod Brown, one of our Foundation members. Rod was a member from 1948 to 1992. Warwick obtained the chassis in 2007, and considerable work has been done to complete it. It is seen here on its second run on the September members day. It is finished for pre-electrification days. This loco became 1308.

August Running Day.

Our last running day for winter, 2013, turned out to be a very good day. The rain that had the potential to spoil things stayed over the mountains and the north west breeze and sunshine gave us a warm afternoon with the temperature in the early twenties. There were some threatening clouds mid afternoon but these went away. As we were packing up to go home after a very enjoyable day Brian Rawlinson, in far away Surrey UK, was waking up to a summers day with the temperature considerably colder than our winters day. The day got underway early with Barry M, Vic, Arthur and John H's and Graeme K attending to the setting up of the grounds. Graeme especially spent a long time with the blower removing huge amounts of leaves from the ground level

tracks. I walked around the elevated track trimming any overhanging vegetation to keep things out of reach of little hands. During the morning Jim L replaced the band-saw blade and displayed the old one which was almost perfectly smooth! Jim later helped Warwick coax some steam oil out of a very gluggy drum.

We had a very good crowd with a number of parties setting up before lunch time. Greg Croudace was on the gate and was assisted by Ruth Thompson. I noticed that even as late as 1.50pm the queue stretched over the bridge right out to Anthony Rd.

The first train onto the ground level was driven by Andrew with WAGR V 1224 on the inner. Warwick was guard until relieved later by Rob Murphy. Later in the afternoon Warwick took over the driving while Andrew



they were replaced by Barry T's 2-6-2 Mountaineer with a number of drivers, Martin, Peter D and Les Thompson, a former member now a driver with Puffing Billy in Victoria.

On the elevated track we had two four car trains and a one car consist. Arthur ran the heritage Mikado, 2-8-2 on one set of four cars while Garry ran his "Impala" B1 4-6-0 at the head of the second four car set with David and B10 2-6-0 as attached banker. I ran Z1915 0-6-0 on one car returning to loco at about 3.45pm. Our trains were

recovered. The V class ran well all day. The second inner train was hauled by Mick's Shay with Graham Tindale riding as guard. The Shay performed well all afternoon carrying some very heavy loads. These two trains match each other well as they seem to run their laps at about the same rate and there are minimal delays loading and un-loading.

With the locomotive roster down a bit John H rolled the 4-8-2 Mountain out of his van leaving the 2-8-0 Gresley to have a rest for the day. It was evidently three years since the 4-8-2 had turned a wheel in revenue service and it rose to the task. Running on the outer main it was great to hear the exhaust as it steamed up the grade time and time again all afternoon with Graeme K riding as guard. The second outer train was run with a new locomotive combination. Ray Lee had C3506 in steam as train engine and Bernie ran his 0-4-0 Blowfly as pilot engine. Tony Eyre started as guard on this train and then a friend of his, Geoff Olsen, had a go to learn the ropes. This locomotive pairing ran very well till mid afternoon when

well patronised all afternoon. The elevated station was attended to by Joe, Luca and Brian H. Jim M was guard on one train for a time and was then relieved by Joe. Nick spent much of the afternoon as guard for Garry and David.

A feature of today's running had to be the two former Ted Herbert locomotives in service and running so well. The 4-8-2 Mountain has been in the Hurst family for many years and for the past few years the 2-8-2 Mikado has joined another branch of the Hurst clan. Arthur and John spent some time setting up the 2-8-2 so that it now performs as well as the 4-8-2 has for many years.

The kiosk was very busy all afternoon, our thanks goes to Liz, Joy, Kim, Diane, Margo and Mrs. Taffa. A special thanks to Mrs. Taffa for the batch of her excellent scones she bought along.

The signal box was looked after by Barry M and Steve Border, Track Superintendent was Mark Gibbons relieved mid afternoon by Neal Bates. This team ran a very efficient operation. Others who helped through the afternoon were, Rob Murphy, Ian T, Max and Simon.

There were a couple of minor derailments, nothing serious and Emily had no customers to patch up.

The total of the rides for the day was a very respectable 3048, all sold by ticket seller Peter Wagner, this being some 230 rides above the August average. August is traditionally our busiest month and the lovely weather no doubt encouraged people to come along!

Above: Bernie Courtenay and Blowfly lead Ray Lee and 3506 up the outer main while Garry Buttel drifts downhill with Impala on the elevated in August.

Lower: Andrew and V1224 pass Mick and the Shay in the Inner Main platform. The outer seems well endowed with staff with Ian Tomlinson, Geoff Olsen and Tony Eyre all in evidence!



Right: John Hurst and the 4-8-2 stamp up the outer main on the September running day.

Below: Arthur Hurst and the heritage 2-8-2 with a light load on the elevated on the August running day.

Bottom Right: Ross Bishop and the McLaren entertain the onlookers on the September members day.

September Members Day

We were able to enjoy this members day without the worry of rain to dampen the event. Since these days were inaugurated I think that this was only the second time we have experienced a fine day. On the elevated track I was out early with Z1915 with my open wagons and the coal road



does have a good turn of speed and ran smoothly through the points and on the curves. Ross steamed his traction engine having a run up and down the grounds.

As a treat at lunch time, rather than dinner music, we listened to the sound of Ross Bishop's McLaren traction engine ticking over beside the dinner tables. With the good day weather wise we dined alfresco! Barry M used the opportunity to burn off some rubbish and when the fire burned down Brian M did a very good job cooking the sausages, bacon, onions and tomatoes. David had bought the bread rolls. This fine feast was enjoyed by all who attended.

There were a few tasks completed during the day. Jim L finished repairs to one of the seats at the top of the grounds, the painting had been attended to by Brian H. John H gave the toilet floors a good clean and Mick changed some telephone connectors. Jim M assisted Warwick to install the last of the trimmed plastic sleepers in and around the ground level loco depot.

Mick, Simon and others cleaned up after lunch to end a very enjoyable member's day, especially as our day was not spoilt by unfavourable weather.

brake van. In the week before I had made some false floors for the wagons. With these in place I topped up the wagons with char from the coal bin to look as though I had a short coal train to haul. I was a bit surprised by the volume of char that I needed to put into the wagons. Nick gave his "Maisie" a good run; a few other drivers took a turn at the regulator. Ian Tomlinson steamed his "Maid of Kent" having a few laps of the track. Ian is steadily getting use to running the locomotive and making some changes to the water fittings to make the operation more reliable. Peter Sayers unloaded his diesel outline battery loco.

On the ground level Brian M was out early with his Sydney tram and Planet shunter on the inner track. Simon steamed his 0-6-0 "Simplex" and got underway early on the outer main. Ray had C3112 ready for a test run after some remedial work. Ray coupled the loco up to the blue set and had a very satisfactory run. The loco is now running as well as ever. After lunch Warwick steamed his recently completed CC (13 class). This was run on the inner main and performed very well although Warwick mentioned that getting the coal in is not that easy. The locomotive





Left: John Lyons tries out 1915 and the new watering facilities in September.

Below Left: Barry Millner shows Sue the set up procedures for running day.

Below Right: Double headed Blowflys on the September day with Bernie Courtenay leading Brian Kilgour down the hill.

September Running Day.

Our first spring time running day for 2013 could have not been better. We had clear skies, warm sunshine and just a little breeze to keep things pleasant. Working early on the setting up were John and Arthur, Vic, Barry M and Sue. As others arrived locomotives were unloaded and carriage sets prepared. Mark, as usual, attended to the signalling to see that all was well. Mark spends a lot of time keeping our signal system up to scratch, a very important task to ensure the efficient running of the ground level railway. I did some cleaning up around the elevated station area and Simon spent time tending to the ticket office garden.

There were a number of party groups setting up early. These days it is not just a matter of throwing a picnic rug on the ground to reserve your spot but to have many of the comforts of home set up as well. For many of our lunches we had pies from the old Pie shop now under

new management. It was agreed that they were better than the shopping centre pies, and, for the price, better value.

Early in the day Warwick carried out a steam test on V1224, this was supervised by David T. Some safety valve adjustment had the V performing well. We were without locomotives from Lee shed today so there were some interesting alternatives.

When running was underway Warwick had the V1224 running on the inner main with Andrew taking care of most of the driving. Warwick was guard on this train. The second train on the inner was hauled by Mick Murray with the Shay. The Shay ran as well as usual and Graham T was guard for the afternoon. Station attendants were Rob M and Sue.

On the outer track Lionel's R class, 4-6-2, with Graeme Kirby at the regulator pulled the Central West set. We had a setback when one heavy footed passenger somehow managed to break the foot board on one of the cars. The train was shunted off out of service

This September customer brought plenty of tickets and wrapped them around his neck for safekeeping!





Two scenes from October, with regular ticket sellers Peter Wagner and Brian Hurst preparing for action, and on right, the queue being attended to by Brian.

so the damaged car could be disposed of and the reduced consist returned to service. The second outer train was the 4-8-2 Hurst Mountain crewed by John and Arthur. We were again able to enjoy listening to the exhaust bark as the locomotive attacked the long grade up to the station. There were a variety of outer guards, including Max on the Central West set. Peter W was station Master assisted by numerous others!

The elevated track had one long train of six cars and a guards van. John H's 2-8-0 "Nigel Gresley" was train engine driven today by John T. Pilot locomotive was 2-6-0 B10 driven by David T followed by Garry with B1 4-6-0 "Impala". The three green locomotives made a very impressive sight. This train ran very well all afternoon. Brian and Bernie with their respective Blowflies ran the four car blue set. The Rawlinson Blowfly is being Kilgourised now sporting a steam driven water pump sitting on the right hand side of the smoke box (still to be connected). Paul Taffa had the Hunslet coupled to two cars for most of the afternoon. Peter Sayers had his battery powered diesel outline locomotive and circulated on the track for a while. I ran Z1915 before the gates were opened to see if a problem that seemed to occur on the

member's day would appear again. It did so the fire was dropped and the locomotive packed away.

Brian had planned to return to loco at about 3.30pm leaving Bernie to continue with two cars. This process was carried out in a very efficient manner. The train was run around without passengers and on arrival at the carriage shed siding Bernie uncoupled from Brian's locomotive and the last two cars and van were uncoupled and left on the main. Brian shunted the remaining two cars into the carriage siding allowing Bernie to reverse and couple to the other two cars and van and continued passenger hauling. When the track was clear Brian ran to the crossover to go into the loop and return to loco. During the afternoon Joe, Luca, Simon, Nick and myself acted as guards or station masters.

With a big crowd again the ladies in the kiosk had a very busy time. Our thanks to the helpers Diane, Joy, Margo, Kim and Gai. Emily's skills were only needed to assist Lionel with a minor matter as none of our visitors had any need for first aid attention. Tony Eyre was on the gate assisted by Geoff Olsen. They had a very busy time at the start of the day with the queue running out on to Anthony Rd.

Below: More October scenes with (left) Graham Kirkby and 2401 leading John Tulloch and 2904, while (right) Simon Collier and Simplex lead David Thomas and the B10 up hill on the elevated railway.



Hornby Collectors Day



Duty Roster.

December. J.Hurst, J.Leishman, J.Lyons, J.Mulholland, D.Mulholland, M.Yule, R.Bishop, J.Abate, G Olsen.

January. B.Hurst, A.Hurst, T.Eyre, M.Lee, R.Lee, P. Wagner, P.Taffa, J.Tulloch, Zac Lee.

February M.Murray, A.Allison, M.Gibbons, W.Fletcher, G.Kirkby, B.Muston, J.Noller, P.Sayers, I.Tomlinson.

March. W.Allison, N.Amy, S.Collier, G.Buttel, B.Millner, S.Murray, V.Scicluna, G.Tindale, P Brotchie.

Gate Roster.

December. Mark Gibbons. **January.** Arthur Hurst. **February.** John Hurst.

Signalmen included Barry M, Mark and Steve B doing a great job. Neal Bates was Track Superintendent and others assisting were Martin, Ray, Ian, Max, Lionel and Graeme

Brian Hurst was ticket seller for the afternoon and sold 3180 rides for the day. With the large crowd our trains were running at capacity. Very often we have more adults than children on our trains and with some adults not being so slight we have to be very diplomatic in the way we fill our carriages. Another very good afternoon completed.

October Running Day

We had a very good day as far as the weather could have been. There were clear skies and a nice breeze to temper the temperature. Elsewhere in the district the Granny Smith Festival was held and this always has a slight effect on our crowds. I counted about nine separate party groups making very good use of the shady places on our grounds. As is usual now, a number of these groups made use of the early set up time to pick their prime position. Our setting up was attended to by Barry M, Vic, Arthur, Graeme K and John T.

The new cupboards in the club house were admired by everyone. Martin had organised these and they had been installed the previous Wednesday. The cupboards have the top reinforced with steel so that they are capable of having models placed on the top for display. The top surface is also sacrificial so that the actual cabinet surface will not be damaged. Peter W has already stored away the magazines that were stacked on top of the older cupboards and has also attended to some of the trackside phones.

We had a number of members away for this running day attending another live steam event so there were some interesting new locomotive combinations.

On the elevated track Arthur ran the 2-8-2 heritage Mikado hauling the blue car set. The last car was used as the guards van. Paul ran his 0-4-0 Hunslet with two cars. Our other three car train and van was hauled by Simon and his "Simplex" 0-6-0 leading David with his B10 2-6-0 as train engine. This was the first time we have seen this combination in revenue service and the two small

locomotives handled the loads very well. Paul came off late in the afternoon and David and Simon followed soon after following an incident on the carriage shed siding points. This left Arthur and the blue set running till the end of the afternoon. With the easy crowd we did not have very long queues during the running time. Joe, Luca, Jim M and myself helped on the station or occupied the guard's position.

Down on the ground level on the inner track Warwick's V1224 ran one of the trains. Andrew spent most of the afternoon in charge of the V. The second train on the inner started with Graeme K and his 2401 4-6-2 as train engine with John T driving the 2-8-0 J class. John had trouble with a sticking cylinder drain cock and headed off back to loco. Graeme ran for a short time with a reduced passenger load and was then joined by David Lee with his GM diesel. This combination ran well for the rest of the afternoon but some of the runs up the hill and around the top curve were a bit of a strain. One of the bogies on this train caused a problem on three occasions. The bogie was replaced and there were no further incidents. The offending bogie did not seem to have any defects, more inspection needed. Warwick and Graham T were guards on the inner and Ian Tomlinson was station master.

Ray Lee had C3803 hauling one outer train with Tony Eyre as guard initially and later sharing the driving. The second outer train started with David L and his GM diesel hauling the carriages. The locomotive had some adhesion issues and came off to assist on the inner track as described earlier. The GM was replaced by 2-6-2 "Mountaineer" now under new management, owned by Paul Brotchie. The 2-6-2 was driven by Paul, Peter D and Les Thompson. Visitor Neil Graham helped out as station master for the outer ground level railway, we were very pleased with the help. Ray stopped running when the crowd level started to dwindle and Mountaineer continued till the end of running. Bernie and Geoff Olsen were guards on the outer trains.

In the signal box Barry M and Mark G kept control of the ground level track operations. Neal Bates was track superintendent. Wayne Fletcher was on the gate and after the initial rush had a relatively easy afternoon. I think I have noted all members who helped on the day, very

Hornby Collectors Day

Page 6: From top left and anti-clockwise:

1. Hornby club collectors pack into the club house for their AGM. 2. A Hornby O gauge train and station on their portable layout. 3. A stationary steam engine display. 4. Nick driving the Old Girl exchanges pleasantries with Mark, and a trainload of Hornby club members. 5. A view of one of their layouts. 6. Hornby President John Bateman presenting SLSLS President Warwick Allison with a donation for the use of the grounds. 7. Its that driver again with Simon enjoying an ice cream. 8. Graeme's Kirby's 5035 gets some attention. 9. Andrew's Glynn Valley Tram and Simon's Lady Susan running on O gauge track on the signal box deck.

Small Gauge Day Scenes



Captions
on
Page 10



Small Gauge Day Scenes



Small Gauge Day Picture Captions

- 1 Wayne Fletcher has his newly restored 3403. This engine was originally built by Cec Mackellar (there is a picture of it in the 50 years book).
2. John Lyons and Barry Millner prepare the lunch.
3. The line up for lunch is well underway!
4. Peter Sheppard from SLSV brought this lovely Fayette which was started by his father in 1955 and finished by Peter. It was the only 2.5" gauge in steam.
5. Plenty of activity in the elevated loco depot!
6. Phil Woolley steams up his 3.5" gauge Jubilee. This loco had plenty of go!
7. Our Chef Extraordinaire Brian Muston in charge of the gourmet food preparation!
8. Ray Lee and his 3.5" gauge P class running through the elevated station. (Photo John Lyons)
9. Part of the club house display with Barry Potter's 'Lucy', Andrew Allison's O gauge Glynn Valley Tram and an old timer as well!
10. Peter Sheppard and Fayette under way!
11. Yet another Fayette on display, this time from the Tulloch collection. Barry Potter's Fayette was also on display.
12. Vic Scicluna's Climax on display in the elevated locomotive depot.
13. Andrew driving his Maisie and friend Dennis driving Warwick's Mona at speed coming up the bank.
14. Michael Barnes driving Phil Woolley's Jubilee.
15. Wayne and Jeanette only need a one bum truck to enjoy the delights of 3403.
16. Hugh Elsol has restored the QSMEE club loco, a 3.5" gauge Conway originally built by Rex Barlow of SLSLS.

sorry if I forgot anyone.

Brian H and Peter sold our train tickets.

Emily had some customers but none due to rail operations. A big thank you to the ladies who helped in the kitchen, Diane, Chris, Margo, Joy and Gai.

As mentioned earlier it was Granny Smith Festival and so our numbers were down slightly. Despite this we gave 2051 rides which was 200 above the average for October and only 300 below our best ever October effort. Another good day completed, thanks to all who assisted.

Hornby Collectors Association of Australia

What a great day! The HRCAA held their AGM at our grounds and set up some O gauge layouts both here and at a hall down the road. We ran some trains too to show them what we can do. The fire bans were lifted and the weather was glorious. A lot of work had gone into the day before hand and today it culminated in a lovely day indeed.

Barry, Simon and Graham were down early to set up for the day. This included carrying out of the clubhouse most of my WAGR rolling stock and placing it on the track, and setting up chairs ready for their meeting.

The Hornby collectors had set up two O gauge layouts in the grounds and a table of stationary and other engines.

Graeme Kirkby arrived with D5035 and a full scale NSWGR goods train plus line side scenery of signals, water tank and station. These were set up beside the inner main and looked great! John T assisted in the set up. Graeme ran until late until a loose crankpin ended the day for D5035. There were a number of drivers for D5035 as they all enjoyed the small wheels and scale wagons! Brian M also had his two open wagons on display in the elevated loco.

Mark Gibbons, Simon and Nick attended to the Old Girl and steamed her up. A small hole in the smoke box (where did that come from?) was filled with silicon sealer. It certainly seemed to work as she performed in a cracking manner! She pulled all her old rolling stock and later a couple of passenger cars were added to haul the guests.

There were a number of drivers too. We all had a go!

Ray Lee brought along the A2. This performed wonderfully on the inner with the green set. Ray departed about lunch time.

Andrew ran the WAGR V1224 on the inner with 10 WAGR goods vehicles and van. Later a couple of passenger cars were added after Ray left, to service our guests and there were a number of drivers as well, including Nick, David, Neal and Graeme K.

Andrew set up an O gauge track on top of the signal box deck and after lunch ran his Glyn Valley Tram and Simon ran his Lady Susan. This looked good because the visitors could view it all at ground level!

The Hornby people started the day with a committee meeting, then their AGM which went until nearly midday! A sausage sandwich lunch was BBQ'd and enjoyed by all. They had additional layouts set up in the local hall down the street and they walked between the two venues enjoying the trains. They finished off with another committee meeting, and packing up was under way at 5pm, probably a bit later than anticipated because of the glorious weather.

Many thanks to Margo and Joy who looked after the ice cream and drinks and generally kept an eye on things.

After the Hornby club had finished the clubhouse was cleaned up wonderfully! They presented us with a donation for the day which was very nice as we enjoyed the day just as much as they did! Thanks to everyone who assisted in making the day a success.

Small Gauge Day Report

We were very fortunate that the anticipated weather conditions did not precipitate a total fire ban for the Saturday of this event. The overnight atmospheric conditions did cause a great amount of bush fire smoke from the Hawkesbury region to drift through the Sydney basin. Simon was at the grounds about 7.00am to do the initial opening up. I followed at just after 7.30am to assist. After seeing we had plenty of milk for our morning tea there was plenty of cleaning up to do. Mark and Vic arrived

SLSLS - A Child Safe Organisation

At the members meeting in August members discussed becoming a Child Safe organisation. At the September Directors meeting the Directors agreed on the details.

This means that we will have awareness and act in ways that promote child friendly behaviours and that we do not accept those who have been barred from employment with children, as members.

Previously new members (and existing members) have all signed a declaration stating they are not a prohibited person. Due to changes in the Act, and a maturing of child safety attitudes, the focus now is ensuring organisations are more aware of the issues of working with children.

All members need to be aware of these matters and ensure appropriate conduct. Our policy is:

The Sydney Live Steam Locomotive Society Co-op Ltd has a commitment to be a Child Safe Organisation. This requires that no member of the society is barred from child related employment. The society requires all members to implement child friendly behaviours and ensure the maintenance of a child safe environment in the Society's premises.

Ways in which this will be done include:

- Treating everyone with respect and honesty (this includes staff, volunteers, students, children, adults, young people and parents).
- Remembering to be a positive role model while children are present.
- Setting clear boundaries about appropriate behaviour between members and children including not touching or manhandling children (except when removing them from danger), being patient, not yelling and giving simple clear unambiguous safety instructions.
- Never being alone with a child and always having another adult present or in sight when not in full public view.
- Recording and acting on serious complaints of abuse.
- Not developing any 'special' relationships with children that could be seen as favouritism such as the offering of gifts or special treatment.
- Not doing things of a personal nature that a child can do for themselves, such as helping them go to the toilet or changing clothes.

Prospective members will have to sign a declaration they are not barred from child related employment and that they will follow the above ideals.

If anyone has any question on these, please talk to any Director.

soon after Nick at 7.45am with our first locomotive for the day, his "Maisie". We cleaned the station area of leaves and twigs blown down by the strong winds of earlier in the week. I walked around the track and was surprised at just how much litter had been blown around by the winds. We soon had our visitors arriving with locomotives to run and or display.

Locomotives for display were provided by Graham Tindale, Hugh Elsol, John Tulloch, Barry Potter and Andrew and Warwick Allison. While we did not have the extensive display as in 2012 it was all quality work.

Nick was the first driver out on the track and enjoyed a good run with "Maisie" before Ray Lee was on the track running his C32 class. A LBSC design "Fayette" 2 ½" gauge had come all the way from Victoria; it was driven by Peter Sheppard SLSV. Hugh Elsol, QSMEE

ran a Martin Evans design "Conroy". This locomotive had been constructed by the late Rex Barlow a former SLSLS member and this run was probably the best go it had had on its home track. Another Martin Evans design, "Jubilee" had come from the LMLSLS driven by Phil Woolley. Warwick and Andrew steamed "Mona" and "Maisie" double heading and coupled to a riding car taking some passengers. Garry steamed his C36 and Wayne ran the C34 class, its restoration is almost complete. John H ran his Foden steam truck to trial some modifications he has made.

We enjoyed a wonderful BBQ lunch. Our resident chef, Brian M, did a great job as usual, assisted by Barry M and myself. David T looked after getting the bread rolls. Simon looked after the cleaning up after the event.

Sunday was a declared fire ban day so it was mainly

Editorial.

Many thanks to those members who have made a contribution to the Newsletter during this year, now rapidly coming to a close. I must take this opportunity to apologise to David Thomas for failing to acknowledge his authorship of the New Zealand article in the August Newsletter.

Very best wishes to all members and friends of the SLSLS for the coming Christmas Season and the New Year of 2014. Where are the years going?

May the Society look forward to another year of progress and enjoyment of our common interest.

John Lyons.



**Above: The new elevated station sign and surrounds.
Below Right: Peter Dunn and Paul Brotchie replace the upgraded turnout.**

packing up. Simon, however, did treat all present to a excellent cooked lunch on the clubs heritage electric frying pan.

Elevated Station & Railway.

This detail was missed from the last Newsletter. On the June Member's Day we noticed that a noticeable kink had developed in one of the sliding rails on the loop to main stub points. John H and John L gave the matter some thought and came to the conclusion that the best way would be to take out the sliding rails and give them a thorough clean and then re-assemble them. Before the July running day John H removed the four rails and gave them a thorough clean and re-grease. On the Wednesday before the running day the rails were re-assembled with the slots they slide in cleaned out as well. The rails now slide well and keep a good track alignment.

John L has painted the station sign garden surrounds. It is certainly striking and will draw attention! This has been further enhanced by some weed mat and mulch either side or the planting of some greenery. John and Simon also placed some white pebbles around the elevated station sign. This was placed on some permeable fabric to keep the weeds down. Warwick helped by Sue cleaned out under the elevated track at the new station. Jim M arrived and also helped out removing the weeds and rubbish and lining the space with geotech fabric (imported specially from Bathurst) and then filling with ballast. It looks a lot tidier.

Neal Bates assisted Brian M and Warwick to cut sleepers ready for the 3.5" gauge track extensions to be welded up for the small gauge day. These were subsequently welded up and were in place for the small gauge day, increasing our 3½ inch loco depot trackage by about 4m. this means that all roads, except one which is curved, can accommodate 3½ inch gauge locos.

Watering facilities have been enhanced for the elevated railway by Neal Bates who dug a hole to install the Treasurer's Tap. He had a busy day being called elsewhere in the middle of the job. Nevertheless, first things first, and before he left he had the pipe work in with a tap borrowed from the opposite wall. Warwick backfilled the hole and with Ross's help to mix some concrete, they concreted a post in for the tap support, as well as

concreting the hole cut for the previous pipe near the wall. The trigger nozzles are Warwick's adaption from a \$4.99 Bunnings nozzle, with flow control and a modified nozzle to give just the right amount of flow. Brian K remarked at the last members meeting how good the new facilities were.

We will be progressing with padding the elevated carriage seats. They feel left out after seeing the ground level cars!

Ground Level Railway

Brian Muston cut the plastic sleepers for the loco depot. The existing timber sleepers were removed by Andrew and Brian and the new plastic ones were installed. It was certainly easier to do these up in the air, than on the ground, and with no ballast to worry about. Several housed ant's nests! Nick and Graham T assisted as well. The following week Brian M had cut some more plastic sleepers. This was a milestone day! We removed our last timber sleepers and replaced them with plastic! As well this was mostly done before lunch! With a good team of Brian M, Ross B, Andrew, Warwick and even Sue Carter we had a good production line going which made it quick work. There remain a few places where some specially trimmed sleepers were fitted to complete. Now all our sleepers are plastic, and will hopefully give a long life and reduced maintenance.

Mark and Peter W attended to searching down the mysteries that prevented signals 5, 11 and 45/48 going back



Diary.

- | | |
|-------------|---|
| December 3 | Members Meeting |
| December 7 | SLSLS Christmas Party, BYO BBQ. |
| December 21 | December running day. |
| December 31 | (Tuesday) NYE run & BYO BBQ. |
| January 7 | Directors meeting. |
| January 18 | January running day. |
| February 4 | Members Meeting |
| February 15 | February Running Day and next newsletter! |
| March 1 | Members Day at Craig Hill's Yarramundie |
| March 4 | Directors Meeting |
| March 15 | March Running Day. |
| April 1 | Members Meeting |
| April 18-21 | 2014.AALS Convention, Bulla, Vic. Easter |



David & Sue removing weeds from under the elevated prior to filling with fabric and ballast.

to stop after a train. It turned out to be two separate faults and it took a bit of tracking down. Mark also repaired some signalling defects, traced to corroded connections. Meanwhile Mick and Peter W have done some work on the telephone system, cleaning connections and so forth. Hopefully this will improve performance.

Peter D and Paul B removed the rust encrusted point in the inner main sidings and replaced the sleepers with stainless steel. This work was attended to and completed most promptly, being completed and re-installed before afternoon tea. This is now two points that have been upgraded with new stainless sleepers in this area which is subject to being damp from leaf cover.

Warwick replaced 7 globes in some of our full size banner signals. We would have only had a problem at night!

As mentioned in the running day reports a running board was broken during the September running day and Warwick provided a replacement. It should have been easy to fit, but Andrew took quite a while whittling off bits to clear weld and reforming the threads on the screws to fit it!

Brian Kilgour has generously donated the frames of four ground level cars built by Bill Richards. These are 5'6"

Ross Bishop's new Toneya boiler being examined by David Thomas and supervised by Paul Brotchie.



long and need some upgrading so Warwick has arranged new footboards and end boards, and these are currently being painted by Brian Hurst. New bogies have been ordered and steel is on hand to provide new bolsters and other enhancements. With the additional of these cars to the fleet, the society will own most of the rolling stock used on running days.

To combat condensation in the inner main carriage shed a suitable fan and vents are being installed to improve ventilation. John Hurst is arranging this work.

Grounds

Simon and David T have been attending to our gardens regularly. The flowers are lovely and we will soon be in the garden competition! David T has done lots of weeding, a continuing job, and also mulch placing along the bottom fence. This garden has now been restored following the damage of the fence replacement. It just needs the plants to grow! Simon looks after the ticket office garden with its stunning display of roses. Simon has also watered the new plants in the elevated station garden. Considering the dryness of the weather since these were planted and the early high temperatures the plants seem to be doing rather well.

Jim L and Brian H attended to two broken slats on one of the seats. The old bolts had to be drilled out but Jim knows the tricks of the trade and the new slats have been painted, and are now fitted.

Neal B has fixed the leaks in the kitchen by replacing the taps.

Warwick cleaned out the drain along the unloader track. This created a wheel barrow full of dirt! The dirt was high quality and was used to fill some holes in the grass areas. He has cleaned out and rearranged the shed so you can now walk through it! Let's see how long it stays that way!

Brian Muston and Warwick attended to two lots of defective fencing. Opposite the clubhouse a post had moved and the panel had popped out. It was badly built with only attachment screws in one side! Brian persuaded the panel back expertly using a lump of 4 x 4. Near the entrance gate the neighbour had removed the large tree that had previously damaged the fence. The work involved removing the fence panels, damaging what was left and then putting it back without screwing it up! Brian and Warwick did what we could to get it together and put some new screws in. At least it's together. The following week David Lee did some follow up repairs, using a judicious thumping technique!

John H is looking at proceeding with tiling of the toilets. This is to make this area easier to maintain and look cleaner than is currently possible. The new cupboards for the clubhouse have arrived and have been fitted into place. Thanks to Martin for arranging these. Simon is arranging to replace the bottom fence on the western side. Obtaining quotes and getting contractors to do the work is tedious indeed, but hopefully this will be done soon (if not already by the time you read this).

Joe and Luca have excavated some of the defective concrete on the path. This was due to the reo being too close to the surface in a number of places. Warwick cut out any



Neil Mackellar giving the Arthur Sherwood built switcher a run.

reo with insufficient depth and then mixed some sand and cement mix (and used the last of the bondcrete) and filled up the holes.

Loco News

We have seen some tests on various locos including Warwick's V class, Brian Carter's 'Perservence', Graeme Kirkby's 2401 and another from the Allison collection, Warwick's CC79 (13) class at last!

Nick was down with Maisie and Simon was assisting him to get it going. Eventually it did several successful laps, despite injector troubles, with a variety of drivers. I think he was pleased. Nick was able to enjoy a good run on the elevated early on the Small Gauge Day. He had the track all to himself for a long while.

Andrew approved Ross Bishop's new copper boiler for Toneya, and Ross brought along a hydrostatic sight glass pair he has constructed. Alan and Neil Mackellar brought the Arthur Sherwood built 0-6-0 switcher down for a run. Andrew had Maisie for a test before the small gauge day. A smoke box leak needed some tracing but after rectification, the loco ran well indeed. He is now working on the tender. Martin renewed the ticket for his Foden steam

Neil Bates installing the new tap for the elevated station. Supervised by Simon.



truck in preparation for his run at Edgeworth. Wayne completed a steam test for the Cec Mackellar built C34 and then had a run on the elevated. Alan Mackellar was very happy to see it running after the extensive rebuild Wayne has done. David T looked after the steam tests. Ian Tomlinson had his 4-4-0 Maid of Kent in steam and took it for a few laps. He is slowly sorting it out to his satisfaction.

Ross Bishop brought along his barrel and new throat plate for Toneya's copper boiler for the boiler inspectors approval. As usual a lovely job, and one that showed how those difficult flanged throat plates can be shaped. We have seen the barrel and firebox as well and the boiler inspectors are well pleased!

Paul Brotchie is now in possession of the Collet built, then Tulloch owned Mountaineer. This mainstay of running day was in service under new management on the October running day and apart from being late out of loco (does nothing change?) ran a good service.

The problem with the Lyons Z19 seems to be because of the O rings wearing flats. It was quite strange how they behaved as all would be well and then the blow past would start. John thinks that this was due to having too much interference and the rings were not rolling as they were supposed to do. New cast iron rings are in production along with new pistons and piston rods.

Members News

Paul Brotchie has submitted a membership application. Paul had been a member previously from 1970 to 2003. Welcome back Paul! We also have an application from Geoff Olsen. Geoff has previously been involved with the tramway museum and other like minded groups. You will have seen him being guard, most professionally. Please welcome both Paul and Geoff when you see them.

The member's handbook that has been compiled by Mick Murray should be available to members soon. This booklet is a summary of everything (or maybe almost everything!) you need to know about the SLSLS and its operations. Its aim is to capture what we all know so that newer members have an idea of this past learning. It also incorporates operational initiatives that were discussed at the Operational workshop.

Presidents Report 2012/13.

For the Sydney Live Steam Locomotive Society Co-Op Ltd.

1. Running Days & Events

The 12 months passenger figures were 25779 (12 months to end of April) compared to 25705 for the same period last year. This was achieved even though we lost 2 running days to rain! As is common these days monthly figures were all above average. However we did have 3 injuries during the period, which was unfortunate seeing we had none the previous year.

As a result of the 3 injuries, the 24 month injury rate is .006%, and the 12 month rate is 0.014%. Even though our operation runs well, we do need to be very careful to ensure we maintain it very safe, as this is what the public expects.

Thanks to Chief Train Controller Barry Millner for handling the train organisation and Signal Box supervision. Thanks also to Track Superintendent Mick Murray. Mick has occasionally delegated this role to others and it is most appreciated that this responsibility can be shared..

In the kiosk, we are very grateful for the assistance of our regulars Liz, Di, Joy, and Margo, and others who help from time to time. Thanks to Brian Hurst and Peter Wagner both of whom handle the ticket selling. Again special thanks to Emily who is most reliable and providing professional first aid assistance to whoever is in need.

Our charity day for RedKite last November had 2393 rides, which was a good result.

The Society's special events for members and friends at the Christmas Party and New Years Eve, were both very pleasant affairs and well attended. Our special member's days were held in June, September and March, which still mostly seem to attract wet weather, and we had a special Small Gauge Day in November. This one day event was quite successful such that it will occur again this year and hopefully attract even more small gauge locos.

2. Financial Results

I would like to thank John Hurst for his efforts this year. The financial report was available immediately at the end of the financial year, and was audited by Peter Spencer within a week. We did some big spending during the year. The mower, new bogies, and the elevated station upgrade alone set us back some \$15,000, not to mention the sum spent on biscuits! However this is all money well spent. The end of year resulted in a loss of \$5,300. With missing two running days and the high level of activity, this is understandable. Having sound financial management is a big bonus for the Society because it lets us function without having worries in this area. Thanks John.

3. Our Membership

We ended the year with 66 members (including country members & those awaiting acceptance), a decrease of 5 since last year (which was an increase of 5 on the previous year). Since then Bill Richards passed away so we now have 65. This includes one provisional member. Thus membership numbers have fallen slightly.

Thanks to John Lyons who has continued with our newsletter, now 37 years in the position. The 16 pages are surprisingly easy to fill! The regular Saturday email now goes to 80 addresses of members and friends. This is a large number and I know it is passed on by many to other people who are interested in what we do. Thanks to Mick and Mark who have stepped into the breach when I have been unable to do the honours.

Many thanks to Mick Murray who does our formal amusement device inspection which is a requirement for the Code of Practice and shows due diligence on our part in keeping the operation safe.

A special thanks to David Thomas, Andrew Allison and Bernie Courtenay who handles our boiler inspections. Without this we would come to a stop!

We are indebted to Arthur Hurst who has now been relieved of the task of bring his own ride on, with the clubs purchase of a very useful unit. This occurred after much investigation and consultation through the efforts of John Hurst, who has also brought along his new tractor and attempted to wear it out in the grounds.

We appreciate those members who use their specific skills to progress various works around the grounds. I would like to mention Neal Bates for solving our mysterious water leak we had. The special skills that members have are certainly well used by the Society.

4. Projects

Upgrading work on the ground level railway has continued during the year with the milestone reached that all main line track is now plastic sleepers. This task has included correction of the formation to achieve line and level. Many thanks to all who have been pressed into this activity, it really is one of the major factors in a safe railway. Mark Gibbons has done regular maintenance on the point motors while Mick Murray looks after our bogie maintenance. Both are essential tasks and they deserve our thanks. Special thanks to our resident painter Brian Hurst who keeps us looking good!

Major works undertaken by the Society during the year include the panelling of the ground level railway bridge by David Lee, the rebuild of the elevated station where John Lyons has led the way, the acquisition and erection of the fingerposts, and new station signage, and the recovering of the ground level riding cars being undertaken by Arthur Hurst. This upgrade has made them first class! Thank you to everyone who has contributed not only to projects but also grounds maintenance throughout the year.

5. Model Engineering Activities

Mark Gibbons' Blowfly must be getting close. We see parts of Simon Colliers B1, Max Gays 38 class, Wayne Fletchers 34 class, which also must be close to running, David Thomas's 620 and John Lyon's 25 class, and my 13 class. Andrew has restored a Maisie and Ross Bishop has been overhauling his 50 class. It was good to see Mick Murray have the Shay running during the year, a fitting tribute to Henry Spencer who started it. Barry Tulloch is always there to solve some tricky problem or assist as required. Other member's efforts are always welcome to be seen on the morning tea table.

6. AALS & AMBSC & Other Visits

The convention this year was at Warner in Queensland and several members attended. It was good to catch-up with the SLSLS Queensland members! It was disappointing that our motions did not get passed, perhaps more communication is needed. Members also attended other clubs invitation days. Perhaps the most significant was a visit to members Sue and Brian Carter at Paddy's River on the first Saturday in May. This was a lovely day and many thanks are expressed for their hospitality.

7. Our Future

We are still awaiting the completion of the new West Ryde shopping centre development in order to ease the car parking situation for our patrons even though it has not affected attendance at running days.

After the major expenditure of the year in review we have some consolidation to do. This includes the carriage upgrades, some tidying up, finishing the plastic sleepers, and of course more gardening! The grounds really do look great. Public attendances are going to continue to test us on Saturdays and the high level of member commitment shares the success for us all.

Let's look forward to another successful year. Thank You.



Above: V1224 and its string of WAGR goods vehicles were a feature on the Hornby Collectors club day.

Right: Even the old girl & train came out for the Hornby collectors here seen with Neal Bates at the regulator passing Graeme Kirkby's goods wagons.

Below: This triple header featured on the September running day. Zac Lee drives David Thomas' B10 leading Garry Buttell and 'Impala', then comes John Tulloch with John Hurst's Nigel Gresley.



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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.