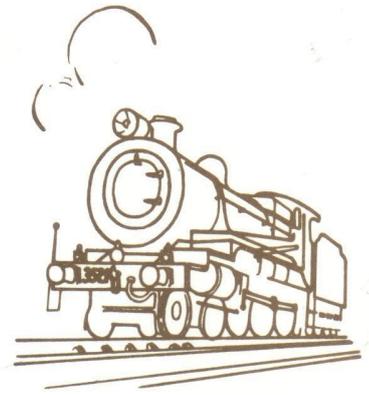


Sydney Live Steam Locomotive Society

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

'Newsletter'

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Simon Collier and Nick Kane pose for their official locomotive christening portrait with Blowfly 'Hart' on 12 September 2015.

August Running Day

This was our last winter running day for the year and with good weather we had a large crowd that built up slowly. Some cloud cover in the afternoon looked threatening and kept the temperature down. Late afternoon we had the sun again very low in the sky and making it difficult to see running up to the top end of the grounds. Setting up the grounds for the day was attended to by John and Arthur, Barry M, Vic and Graeme K. As well Steve B and Graham T did some extensive weeding of the ground level track. I put out the watering hoses for the elevated track and trimmed the vegetation on the outside of the track. In the club house we saw more completed gears and other components for the ploughing engine Ross is working on, the workmanship is very impressive. James Sanders had a collection of small gauge locomotive parts and had Andrew carry out a hydrostatic test on a tram boiler. The boiler needs some more attention before being tested again. In the elevated loco Bernie steamed his Blowfly for a steam test, passing with no problem and was set for the afternoon's running. Lunch time was a bit different as Barry M had provided some frozen pies for reheating in the oven. There were enough of the pies to save Warwick a walk to the pie shop! Thanks Barry.

There was an interesting variation of train running on the ele-

vated. Paul had his Hunslet running with two cars and Simon acting as guard. This train ran very well till late in the day when one of the bogies dismantled itself. Garry ran the 4-6-0 B1 "Impala" hauling three cars and a van. I was guard on this train. There was an adhesion problem and the loco struggled with the three cars at the start of the grade. John H then steamed 2-8-0 "Nigel Gresley" and coupled up with the B1 and this combination ran well even with an extra car. John returned the locomotive to the depot early as he needed to be on his way promptly at the end of the day. Garry continued to the end of the day with a much reduced load. Max ran his 3½" gauge C38 with one car giving a good performance. Max is continuing to add to the locomotive, the cross compound compressor has been added, very finely detailed.

Zac Lee ran his B10 2-6-0 with one car and Evan Lister had a turn at driving late in the day. The second four car train for the afternoon saw Brian C with 0-4-0 "Perverence" as train engine on the blue set with Bernie and his 0-4-0 Blowfly coupled on as pilot. This locomotive combination ran in a most reliable manner all afternoon with Nick and James sharing guard duties. The blue car set had been fitted with padded seats which now mean the whole fleet has been upgraded. Arthur arranged the seat upgrade, thankyou. David J did a good job on the station and operating the lever frame.

On the inner main Warwick coupled the WAGR 2-8-2 V1224



The elevated crews get their steeds ready for the August running day.

to the Pullman set of cars. Andrew was the initial driver with Warwick acting as guard. David L took Warwick's place for a while and then was relieved by David T. The other train on the inner was hauled by the Shay with Mick at the controls and Geoff Olson guard. Andrew was firing the V with the Welsh coal with very ordinary results, he was short of steam a couple of times and only blew off once all afternoon. There was an improvement when he changed from large lumps to small sized pieces and when the fire was dropped at the end of the day there was a lot of clinker to be seen. Mick had also used the Welsh coal and needed the blower on fairly hard to keep a good steam supply. Mick came off for a short time to liven up the fire and did find an improvement when he changed to using the larger sized coal, the opposite to Andrew! Both locomotives had an amount of clinker when their fires were dropped.

On the inner station we had Ian T with Carol Leggett assisting and both of them had a turn at guard duties as well.

Outer main running saw one train hauled by Ray with 4-6-0 C3506 as train engine piloted by Neil Mackellar and the B&O 0-6-0 switcher. The switcher appeared to have just had a good polish! Tony Eyre was guard. This combination ran for some time and were then replaced by Graeme K and 4-6-2 2401 and David L with his GM. The GM developed problems with slipping drive belts and was replaced by Ray and C3506. Ray then had some issues with the front bogie so he retired to loco and Graeme continued without assistance for some time until John T had D5595 in steam and so this combination saw out the day. The second train on the outer had Fowler 0-6-2 "Toneya" at its head with Ross driving. As usual the locomotive performed very well all afternoon. Guards on this train were Graham Tindale and later

Andrew and V1224 with a heavy load on the inner main on the August running day.



Wayne Fletcher. Station attendants on the outer were Lionel and Peter D with Carol helping out as well.

Steve Border was the track Superintendent and had a fairly busy day. The signal box was attended to by Martin D and Barry M with Warwick giving some assistance late in the day. Mark G spent some time in the week before the running day checking over all the point mechanisms and they worked well all afternoon. Gate keeper, Martin Y, was busy early on but things eased out as the afternoon progressed. The canteen was looked after by Elizabeth, Diane, Joy, Sue, Margo and Lee. They worked very well looking after our visitors as well as us members.

Peter W attended to the ticket sales, our total for the afternoon was 3088. Not a record for August but 300 above the average maintaining this year as the best calendar year ever, so far!

Evan Lister had his Simplex in the elevated depot and after a good clean out had a run light engine late in the afternoon. Arthur did not run a locomotive today but gave valuable assistance in the GL loco depot and provided afternoon tea for the ground level crew, this was very appreciated, Arthur. While John T and Graeme K were steaming up they had a reasonable number of visitors asking questions and being informed about the operation of the locomotives, good PR for us. It was very good to see Alan Mackellar back at the grounds after a spell in hospital. This had been a good day and a special thanks to all who had put in an effort to make the day a success.



Good to see Max Gay and his 3½" gauge 38 passenger hauling on the August running day.

September Running Day.

This was a cold day for the start of spring time and cloudy and very threatening in the morning. We did have a decent shower of rain just before lunch time and this had an effect on our early visitors. Fortunately after that shower the rain stayed away and we even enjoyed some sun shine later in the afternoon.

Preparing the grounds for the day's operation were John and Arthur, Vic, Graeme K and myself and other members as they arrived.

After morning tea a butane canister was set up for hydrostatic testing. This test was to assist in understanding the current products and their safety margins which we can consider in a new AALS code for butane containers for small models. For interest, the top popped out first and then the top seam gave way at 230psi. Thanks to Andrew, David and Simon who assisted.

David Lee bought along a prototype insulated joint that would provide PLC inputs that could detect train movement. A very nice piece of work David. James had his S



David Lee and the GM leads Graeme Kirkby and 2401 in an unusual double header on the August running day. Tony Eyre is guard.

truck chassis on show and Warwick had his newly restored C36 class tender on display. Now we just need the locomotive to reach the same stage!

Arthur has done considerable restoration work on "The Old Girl", including the installation of a welded stainless steel tank. The piece-de-resistance is a lovely new padded seat for the tender. She has also had a good clean and is looking very good! Thanks Arthur! Neal Bates had his traction engine there too and this was set up as a static display adjacent to the inner main at the level crossing. It adds some atmosphere to the surroundings.

We were going to be a bit short for ground level motive power so John H brought along two locos! David Thomas was given a training lesson on 2-8-0 "Nigel Gresley" while John gave the 4-8-2 Mountain a run on the outer main. It was coupled to the Central West set and before passenger hauling began John gave it a good run. I saw it charge around the bottom curve and into the grade just as JLH enjoyed doing in earlier years! As always the loco ran well all afternoon with Lionel as guard.

The other outer main train was Graeme Kirkby with 4-6-2 2401. Graeme was initially piloted by Neil Mackellar with the 0-6-0 B&O switcher. After a pump failure, Neil came off and retired to leave Graeme to haul a partly loaded train. After some considerable time, John Tulloch with Z2904 2-8-0 attached in front and gave Graeme some welcome assistance. This combination ran until the end of the day. Carol Leggett was guard on this train. The outer main station was staffed by Paul B and Peter D.

On the inner WAGR 2-8-2 V1224 ran with the Pullman set. Andrew was driver for the afternoon and Geoff Olsen was guard. This ran pretty well all day although Andrew reported excessive slipping potentially due to a blowing cylinder drain watering the leading drivers! That does make traction difficult on the grade! He also had a minor derailment but no trouble was caused. The other inner main train was Ray Lee and C3803 4-6-2 with Max Gay as guard. A dragging brake on one of the cars made Ray work harder and so the problem car was left empty, it made no impact on the performance of C3803 which was loud, live and sprightly! Station Master was Ian Tomlinson.

In the signal box Warwick assisted Mark Gibbons, while David Lee was busy as Track Superintendent.

The elevated was very confusing but interesting! Arthur Hurst ran the Heritage 2-8-2 with 4 cars and Nick Kane as guard. This ran well all afternoon. David Thomas ran John's "Nigel Gresley" 2-8-0 also on 4 cars, initially assisted by Garry

Buttel and 4-6-0 "Impala". Impala had a clack problem so was forced to retire so David continued alone. A little short of steam on occasion he managed to recover and ran all afternoon. Guard was myself for the early part of the afternoon. Neal Bates took over while I sorted out afternoon tea for the elevated staff and later Neal was replaced by Garry!

Bernie Courtenay ran his Blowfly 0-4-0 released from shops after some attention, the red buffer beams do stand out. Initially Bernie was piloted by 0-4-0 Hunslet and Paul Taffa, but Paul came off leaving Bernie alone to the train. Paul and Hunslet later came back into service with a single car. Another elevated train was Evan with his Simplex leading Zac and the B10 2-6-0 on 2 cars with James as guard. The B10 had some difficulties so this train was on and off a bit during the afternoon spending time in the station loop.

The elevated station was attended by James, Brian Kilgour, David J and Brad for the afternoon at various times. David J is very expert now at the lever frame! During the afternoon No.6 signal wire broke so it was out of action and listed for repair.

Earlier in the day Simon and Nick steamed the Blowfly. Performance had been lacklustre so Simon had removed the superheater, thinking it was constricting steam flow. Disappointingly there was no change to performance. Considerable postulating came up with a number of ideas. After dropping steam some poking down into the dome confirmed that the steam pipe was hard up under the dome top! As well the regulator gland has seized on the shaft making it very difficult to operate. Some very quick dismantling, with Simon making a trip home for some lathe work, and the Blowfly was reassembled and again in steam just as the public running ceased. Performance was transformed! Nick and Simon were very happy. A lot of drivers took their turn of the regulator. We look forward to the loco-

Garry Buttel and Impala leads David Thomas on John Hurst's Nigel Gresley on the September running day. John Lyons is guard.





Simon with Nick's Blowfly leading Bernie and his Blowfly on the October running day.

tive soon taking part in revenue service.

Overall we gave 2547 rides which despite the slow start was still 200 above a September average. Many thanks to Martin Yule who took care of the gate at short notice. Early on Martin was assisted by Gai McCoy. Also thanks to Jo-Anne who sold the tickets and to Elizabeth, Diane, Gai, Lee and Margo who looked after the kiosk and a special thanks to Saranne, James' wife who also helped for the first time.

October Running Day.

This running day competes with the local Granny Smith Festival and as usual we had a very slow start. We were also predicted high temperatures and the chance of an afternoon storm. The temperature fortunately did not reach the predicted high and there was just a short shower as the last two locomotives were being packed away. We were very lucky! This week end was, as well, the traction engine rally and a number of our regular train drivers were otherwise engaged. Warwick was on the gate with assistance from Jo-Anne. The influx of visitors was slow but it steadily built up and eventually there was a good crowd.

Setting up was done by the early arrivals, Arthur, Vic, Graeme and myself. While Mark G was checking the track he found a small brass fitting. This was claimed by Mick for the Shay!

At morning tea James displayed his Glynn Valley tram chassis that is rapidly growing and some 3D printed axle box covers for his S truck.

The inner main had David Thomas on WAGR V1224's footplate while Warwick was on the gate. Warwick was very happy to see it go round! Guard was Graham Tindale and it ran well

Neal Bates' traction engine overlooks the activity with Mick and the Shay and Ray's A2 to the left. This was the October running



all afternoon. Later Neal B took a turn as guard. The other inner train was Mick and the Shay with Geoff Olsen as guard. Apart from one incident on the bottom curve, this train also ran well all afternoon. The inner main station was manned by Ian Tomlinson.

On the outer main we had Jim and Dom Mulholland and C3901 4-8-2 on the Central West set. They shared the driving and guard duties and it was good to see the green machine performing as it usually does! The other outer train was Ray Lee and the A2 leading Graeme Kirkby and 2401 with Martin Yule as guard. Again this train ran well all afternoon. Tony Eyre and Peter Dunn were station masters. Neal Bates again had one of his traction engines on display. This running day it was sitting between the outer station level crossing gates and the signal box.

The Signal Box was manned by Martin Dewhurst, freshly returned from his overseas trip and Mark Gibbons. There were no signalling problems and trains were expeditiously sent on their way! David Lee was Track Superintendent and had a reasonably uneventful day.

The elevated had some interesting running with Arthur and the heritage 2-8-2 being led by John Tulloch and D5595. They ran steadily and well for all the afternoon. Evan was guard and Geoff H also looked after this five car train later in the day. A 3 car train was double headed by Bernie, 0-4-0 Blowfly as train engine and led by Simon driving Nick's Blowfly on its maiden public running day! Nick was keeping a very keen eye on operations up front from the guard's position! Nick's friend David Z also had a turn as guard. Nick's Blowfly had a spark arrester manufactured by Simon to, in Simon's words "stem the Vesuvian like pyroclastic flow" emitting from the chimney that may have caused problems for the passengers.

We also had Paul Taffa and 0-4-0 Hunslet with 2 cars and James as guard, and also Zac had the 2-6-0 B10 pulling a single car. The B10 retired mid afternoon and Zac then did some guard work. Evan had his Simplex in loco but did not run. The elevated station was manned by Geoff H, David J, Evan and myself. Some of those mentioned also had turns of guard duty during the afternoon. The elevated ran well and provided a reliable service all afternoon.

In the kiosk we had Liz, Di, Margo, and Joy. Peter W was ticket seller and was assisted by Margo during the afternoon. The result for the day was 2083 rides, which is still above average for an October and keeps us on track for this calendar year being our best year ever for rides.

Even though we were without some of our regular members the day was very successful. Thank you to everyone who worked well to make it a good afternoon. With Warwick isolated on gate duty the photos of the day's activity were taken by James S and John Lyons.

Playgroup Run

Fortunately the weather cleared up for the Friday private run for a local playgroup arranged by David Thomas. Locos were run by Warwick, with V1224 and, as a first, double headed ground level Simplexes, with Simon and Evan teaming up to run a two car train. A thank you card is on the noticeboard. Thanks to Garry B, and Greg C who also lent a hand.

Bankstown LSLS Interclub Run

It was Interclub day at Bankstown and Graeme Kirkby took D5035 and train while Ross Bishop had his traction engine. As well David Archibald had his C32 class and a Bankstown member had his very nice Fowler traction engine. Stalwarts from Mudgee and Western Districts also had non steam locos. A number of LSLS members attended as well as DNC. There was not a great crowd but they were indeed treated by the very



John Tulloch and 5595 leading Arthur and the Heritage 2-8-2 on the October running day.

Duty Roster.

December. D.Thomas,N.Bates, B.Courtenay, G.Croudace, S.Larkin, D.Lee,R.Murphy,L.Pascoe,S.Sorensen, B.Wilkinson.

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

February A.Hurst, M.Dewhurst, T.Eyre, M.Lee, R.Lee, Z.Lee, P.Taffa, J.Tulloch, D.Wagner.

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

Gate Roster. December. Ken Baker. January. Neal Bates. February. Steve Border. March. P.Brotchie

gracious hosts with a good spread to satisfy anyone and a nice sausage on a roll for lunch. There was plenty of talking going on and the surroundings there are very pleasant with some nice tree growth to cover what was a fairly industrial outlook in the past. Well done to the BSLS members and thank you for a nice day.

Visit to Brian and Sue Carters

Our visit to Brian and Sues was impacted by wet weather this year. As it turned out, the 9 September, a Tuesday, saw Graeme Kirkby's 5035 and Andrew's A10 No.12 in steam in what was decidedly cool conditions. Steve Border had his VR diesel chassis under trials, while Dave Archibald had C3214 for a run, as well as another P class look alike... There was also a Simplex and Sue's tram doing the circuits. A BYO BBQ lunch kept us

warm for the afternoon. Many thanks to Brian and Sue once again for their hospitality.

Family Day

We enjoyed some lovely weather for our second family day. Quite a good turnout of locos and family for Family day! The pictures tell most of the tales.

On the elevated Warwick had 4-4-2 tank 411 in steam with some goods vehicles. The injector had failed so it was changed to one that only slightly worked. It managed to get things going and 411 ran on the axle pump all day. The hand pump had seized also! There were a variety of drivers including James, David J and David T. The other elevated loco was John L and Z1915. John pulled a club truck for the family members to have a ride. He also ran most of the day, and stabled for lunch. He did find that getting the full depth of fire back to life after the lunch break seemed to be rather difficult. John concluded that he may have been better dropping the fire and starting again from scratch!

On the ground, Arthur had "The Old Girl" prepared and chose the inner main to run so he could attach to some matching cars! Arthur gave a lot of people a drive and we saw prospective member Geoff being indoctrinated, as well as Jo-Anne, David J and Neal. Arthur had plenty of exercise walking beside the locomotive giving direct instruction; it is the sort of activity that this day lends itself to allow.

Ray Lee and the A2 leads Graeme Kirkby and 2401 on the outer main while Mick and the Shay approaches the bottom curve on the inner on the October running day.



Diary

- 1 December Members meeting
 - 5 December Run for West Ryde Neighbourhood Centre and then members BYO everything Christmas Party in the evening.
 - 11 December-Friday 5.30pm (D Thomas private run)
 - 19 December Public Running Day
 - 5 January Directors Meeting
 - 16 January Public Running Day
 - 2 February Members meeting
 - 20 February Public Running Day and next Newsletter!
- N.B. There is no planned NYE run this year.
Please see AME for other events.

Simon ran on the ground with Simplex while waiting for Nick. Nick had some injector problems but changed his injectors over and restored one to service. Blowfly was soon in steam and he ran onto the outer main and connected to the blue set. Meanwhile Simon returned to loco, turned and re-emerged to couple to the front of Nick. This double header took a number of passengers and stormed around the track, with noisy stack talk, safety valves blowing and an eruption of char particles that blanketed the train and passengers and most of West Ryde! (Hence the spark arrestor for the October running day. Ed.)

Ian Tomlinson and Remy ran the Maid of Kent 4-4-0 on the outer. They ran well for a number of hours. Garry Buttell had Impala in steam with a movie star Emma driving. Her sunglasses were almost bigger than she was!

There were not as many family members as we had last year but it was still a relaxed and enjoyable day for all those who attended. We finished up about 3pm "The Old Girl" was last off and everyone away by 4.30pm.

Small Gauge Weekend

Despite the weather forecast doom and gloom, we had two lovely days for the Small Gauge weekend. There was so much happening and the pictures will cover things.

started on Friday for some of us as a select group of Arthur, Simon, David T, Peter W and Warwick prepared the grounds for the weekend. They whizzer snipped the elevated, mowed the main areas and removed the formwork and made good the fencing for the inner main platform extension. As well the repaired bubbler was replaced, and the elevated points and signalling were oiled. By home time a lot had been achieved and the grounds looked really great.

Early on Saturday morning Simon had the gates opened at 7.00am and before 8.00am John L and Vic had arrived. John and Vic gave the elevated station area a good clean up to remove all the leaf litter. A full barrow full went to mulch at the lower end of the grounds. There was a little concern when the lever frame key could not be located in its usual storage place till we found that David T had set up a new place for it to reside! Hugh Elsol was first to unload and before long the elevated loco depot was occupied on all roads. First out on the track was Errol from QSMEE with his Conway. Errol's locomotive took the prize for the most worked loco over the two days. He had a brake failure on his riding car, but with some local help, it was repaired and back in service to allow him a good run on both days. Hugh Elsol also of QSMEE had two locos, His newly finished 2½" gauge Fayette didn't quite per-

FAMILY DAY SCENES



form as expected, however Hardwicke ran as usual emulating the race to the north! Wayne Fletcher had his 2½" Grange, but it also had some troubles so we are still wanting to see a 2½" loco that runs reliably. There is the challenge!

Max Gay had his 3½" gauge C38 and this ran impeccably well. Max is continuing to add detail to this loco; the dummy whistle is now in its place beside the chimney. Max made a chime whistle for the locomotive and this has a great sound as well. Ray Lee steamed 3½" gauge C3289 and this loco ran very nicely as it usually does. John Hurst had the 3½" King, KGVI, in steam, but some difficulties prevented John's usual high speed performance. Warwick ran the LNER 4-6-0 B2 and there were a number of drivers, and Garry Buttel had his 3½" gauge C36 class providing a very noisy performance.

On the Signal box deck an O gauge and a 1 gauge track were set up and James, Simon and Andrew ran their little locos, including the AME featured "Ellie". This location provides for eye height viewing and was well populated at times. The action was continuous up there.

The kiosk was the nerve centre with Liz, Di and Margo providing service with morning tea, lunch and afternoon tea. Thanks to Liz for purchasing all the cakes and necessaries. The refreshments were greatly appreciated! Master Chef Brian Muston did the cooking suitably enhanced with eggs from the Fletcher farmyard! Thanks to David T who obtained the bread rolls on both days. I estimated about 40 people attended on the Saturday with about 20 on Sunday.

Sunday was forecast stormy but in fact it was a beautiful sunny day with the rain only coming as we were about to leave. Errol had Conway wearing the rails most of the day while the B2 had another run and with a number of drivers. Mark Robinson had his Mountaineer in steam and shared the driving with Nick and Graeme K. It was good to see Roger Hattersley who brought along his almost finished 2½" gauge 57 class. Roger was suitably impressed with the small gauge oscillating cylinder trams! Later in the day Warwick's 0-6-2 Mona had a run just to show she can still do it! Late in the piece Zac arrived with his latest acquisition. More attention from the boiler inspectors approved it to steam, however failure to be able to provide the boiler with water prevented any further operation. James & Andrew had the signal box railway in action again, and with a popular audience.

Many thanks to Sue Collier and Janet Elsol who assisted with the refreshments on Sunday and to our chefs Mick and Simon who gave us a lovely sausage, bacon and onion lunch!

In the clubhouse we had some interesting display items. John L's 0-8-2 Avonside chassis is taking shape. This will be an unusual and most definitely useful locomotive. David Thomas' S class gave us a clear view of the packed in 'works'. Warwick had the Bradley C36 class rebuild on show, being on its wheels for barely a week.

Grahame Tindale brought along an interesting display of O gauge and other trains, while Andrew had his Maisie on display, nearly there only needing some work around the tender axle boxes completed. Andrew also had an O gauge Mollyette, and his part built 1 gauge 'Jack'. Brian Muston had an interesting early 4 wheel NSW carriage under construction. John T bought along quite a number of interesting trinkets from the Tulloch collection. These included an exquisite 4.75" gauge P class chassis, a steam roller, and some lovely machinery. Ross B had some parts from his ploughing engine on display on Saturday.

Many thanks to everyone who helped organise and run the weekend, especially to Simon who opened up the grounds and got things ready for our guests, and to those who prepared the grounds the day before.

Works Reports Green Box

To assist this work John L got to work early one Saturday morning to re-locate the stored track panels out from under the foot bridge and stacked them covered with plastic sheet on the bank behind the elevated loco depot. Brad and James assisted and then their attention turned to the scrap timber stored in the same location. This was sorted into usable timber and BBQ fuel / rubbish. Warwick attended to digging some dirt out of our hole to expose some more conduits ready for more electrical work. Geoff Olsen came along on several Mondays to do the electrical changeovers to minimise interference to members on Saturdays. Tony Eyre was his wire jerker, err electrical assistant!

Brian Muston kindly donated some bricks for our bricklaying day and Simon arranged a load of sand. To do the platform edge extension Peter W provided some jigs so that we could space the bricks at the correct height and distance from the track. He demonstrated their use with some considerable brick laying skill. Assistance was provided by Lionel, Brian M, James, Brian K, Brad and others! Warwick also installed a brick walled pit for the conduits.

It was a red letter day when Geoff had succeeded in changing over the clubhouse, and as a result the green box was removed!

Editorial

On the night before the September running day there was a flurry of e-mails between a number of members regarding the rostering of trains on the elevated railway. I joined in with a rather seditious comment qualified by a mention that I understood both sides of the situation. A conversation with Treasurer John as we were preparing for the afternoon's activity gave me some other aspects to think about.

All those years ago when the SLSLS was founded the society was able to lease the site that we now occupy. Ryde Council were obviously happy to lease this piece of basically waste land for a group of gentlemen to construct a miniature railway on which they could operate the model steam locomotives that they had built. Darvall Creek had been turned into a storm water drain many years before hand and not much else could be done with the site but it does have an interesting story, details of which are just now coming to light. An interesting tale for the future!

Forward to the present day and it is time again to renew our lease with the Council. With the changing nature of the area the piece of waste land that the society has developed over the years is now rather like an oasis in a more densely populated urban area. Just look at what now stands on "our car park" and in future years there will be many more high rise developments about the place.

The way we present ourselves and operate on our public running day gives us a worthwhile profile in the community, our image is very important and should stand us in good light when lease renewal time comes round. We do provide a very attractive picnic atmosphere with the added option of rides on our trains. I know from conversation with our visitors that many are coming with their children or grand children having first visited the grounds in their childhood.

Our running days need to be operated in an efficient and businesslike manner so that we maintain ourselves as a popular and valuable asset within the Ryde Council district.

As this is the last Newsletter for 2015 I would like to wish all members and friends of the Society a very happy Christmas and may we all look forward to a happy and safe new year of 2016.

John Lyons

SCENES FROM Small Gauge



FROM THE The Weekend





flowers and roses of all colours, so make a point of having a look. It is a spring feature of the grounds! Spring is also showing up David T's efforts throughout the grounds. They do look good! Sheila and Martin have also attended to the clubhouse garden. The plants are in flower and are well worth a look, to view the transformation that is occurring.

Warwick has finished painting the entrance bridge deck. This looks quite good. Thanks to Andrew, David J and Nick who had assisted on this job.

Brad noticed one of the seats had a broken plank, so it was removed, a new one cut and installed and painted. Thanks Brad! As well Warwick has repaired the leaking bubbler.

David J and Warwick cleaned out the sand pit in readiness for a fresh load of sand. We gathered some more helpers, Brad, Andrew and James and even John T who appeared for a while. The

It certainly opens the area up and improves the look of the area immensely. James and Brad got stuck into preparing the form-work for the platform extension. Their woodworking, cutting and battery drilling skills are now legendary! Thanks also to David J and Nick and Andrew and others who lent a hand.

The concrete pour was set for the Saturday after the September running day with a mini truck and 1.4cu. metres of concrete ordered. Saturday's weather was perfect, not like the sort of threatening weather we usually score for concrete deliveries. Arthur, Vic and Peter W were on hand very early to remove fences that were needed out of the way to give us easy access to the site. The truck arrived just after 9.30am and we had a good team on hand to get the concrete to where it was needed. As well as the three mentioned earlier we had Warwick, Andrew, Brad, John L, Nick, David J, David T, James, Brian M, Ross, Garry and Jim L. On hand to cast an eye over the proceedings were Lionel and Alan Mac. By 10.10am it was as good as all over and morning tea was had. Following refreshments Peter W spent a great deal of time working on the edging giving the job a very professional touch!

There were two barrow loads of concrete left over. One barrow was placed under fencing gaps near the entrance by Neal while Arthur poured a small slab for the garbage bins! As reported elsewhere the site was tidied up and the fencing replaced the Friday before the Small Gauge week end.

There remains some minor work to complete, both electrical and covers for the pit and conduits. In all this has been a great team effort over a couple of months with much of the specialist electrical being attended to on Mondays so as not to upset our Saturday activities.

Grounds.

Simon's ticket office garden is a joy to behold. It is smothered in

Left: Geoff Olsen and Tony Eyre working on swapping electrical services into the new distribution box.

Below: Lionel, Peter, James and Brian excavate for the new platform.



work expanded into the ballast siding where the track was removed and before you knew it, it had been re-sleepered. The formation was dug out and the sand and soil used to fill some hollows in the grass. A bit of tidy up on the road base pit finished the job! A tarp has been placed over the sand pit, and hopefully the next load of sand will remain covered.

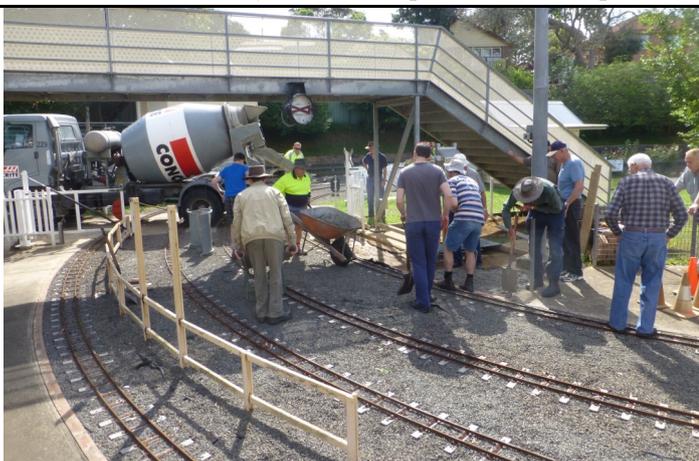
Peter W and Warwick did some testing and tagging of our higher risk electrical leads. These are leads that can be moved around and potentially damaged. One lead was discarded while another had a plug replaced.

Elevated Railway

Attention was focussed on finishing the elevated loco road. Brad attended to some of the joints and with Warwick we jacked up the channels to provide a suitable super elevation and then re-tightened. Brian M and Lionel cut some more sleepers and drilled the pilot holes, while Brad drilled some missing holes in the steel sleepers (previously they had nailed in timber sleepers). Warwick then inserted the sleepers and battery drilled them in. Towards the end David T and James assisted and the whole now looks much better with every sleeper attached and the track super more correct. It was good to have Paul B on hand to re-sharpen the broken and blunt drills. It certainly made the work easier!

John L has repaired a broken wire on No.6 elevated signal. This work was covered in two stages and as No.6 wire was complete he noticed that the lever frame end of the wire for signal No.7 was in need of attention as well. This was attended to before the October running day. John discovered there was some subtlety

Members at the ready for the inner platform concrete pour!



in the adjustments! He was assisted by Brad and Brian M and now Signal No.7 not only has the wire renewed again but the adjusting screw has been cleaned and oiled. Signal No.7 and its matching banner signal were tested OK. Warwick has installed three more LED lamps for the elevated signals so all elevated signal lamps are LED's. This significantly reduces current draw and voltage drop while increasing light output!

A 3D printed lever name plate has been installed on the ground frame. This is a bit of an experiment to see if it could be done. Not a perfect print, but at least it looks the part. Evan is printing a higher quality one and investigating doing the others.



**Right: David J and Brad bolting up the repaired inner main track.
Below: Neal's good crew attending to a new handrail on the bridge!**



Ground Level Railway.

Peter D and Paul B removed 23 points and replaced the corroded sleepers with some stainless steel ones. This job is becoming routine indeed and it was all back in track before afternoon tea! This is essential work maintaining our points for the future.

We removed 4 panels of inner main near the carriage shed. The rust was removed from between the steel and plastic sleepers, by hammer and angle grinder. It was then rust converted and red oxide primer applied before it was replaced in track. Much more solid now and it looks much better. (The rust tends to lift the steel sleeper off the plastic sleeper and affects the track level and lateral stability). Thanks to Brad, James, David J, Andrew and Nick for assisting with this job. On a following week another 4 panels were done. This is not a very spectacular job, but is indeed a very necessary task to give longevity to the track. There are still a few more bits to do.

38 trailing points were giving troubles. The problem was traced to a bent point stretcher bar, probably from a derailment. Which loaded the point operation and made it difficult for the motor. After the rod was straightened the point worked Ok with no electrical adjustments.

David L with Peter W's help installed the new track sensor rail near the ground level bridge. Testing however proved somewhat problematical, but we are sure they will fix it! The aim is to install a signal at this location to protect the bottom curve as a trial to rolling out the system around the track.

Neal Bates and his team of Peter D and Paul B removed one of the handrails from the inner main bridge and replaced it with a length of gal pipe obtained by Neal. Neal subsequently attended to the other rail with Peter D's, and Geoff H's assistance.

Mick ran the weedkiller train to attack some of the greenery around the tracks. Peter Sayers has donated some CB radios for the signal box. They are complete with chargers. Thanks Peter!

Loco & Rolling Stock News.

Simon has had his Simplex in steam and tried a few modifications but unfortunately not with entirely satisfactory results. Nevertheless it went for many laps of the outer main during the afternoon with Simon then Nick at the regulator.

Ian and Remy ran the Maid of Kent, and this ran well until a clack failure blew a plastic hose and forced them to pack up. Nevertheless Remy had a great time with Ian supervising proceedings.

James has had his Tram boiler hydrostatically tested by David T. This involved a quick trip home to reheat and silver solder and then back for retest! No mucking around here!

Wayne Fletcher had his 2.5" gauge boiler showing he is preparing a small gauge loco for small gauge weekend!

Down the coast Arthur has been working on the Old Girls tender rebuild. A new stainless steel tank has been manufactured and it even fits! Arthur has now put the lot back together, and performed some other tweaks on the loco. A steaming to test his recent upgrades and the new tank in the tender went well apart from the brake ejector not performing as it should. Many thanks Arthur for attending to this loco's maintenance.

James brought along his 3 current projects. He has a new slip eccentric 1 gauge chassis and boiler running well. He had a steam test on his Glyn Valley Tram (made using Andrew's version as a template!) This has 5 methylated spirits burner tubes and steams well! He also had a pony truck for his 26 class and an S truck chassis! This has his steel axle boxes with bearing pockets drilled using a step drill! What will he bring next!

Ross B brought along his current project ploughing engine steel firebox. This is certainly massive in proportions! On Small Gauge weekend he displayed some of the gear work. Very chunky indeed.

James getting one of his new boilers tested by Andrew.



Garry Buttell had 3658 in steam again to allow David J to take some more video for his school project. David showed us his video plan which shows the school part being a small subset of the ultimate, more rail fan targeted production! After lunch they attached the goods wagons from the Old Girl's train and ran an Australian loco on English consist! There were a number of drivers too.

Brian M had another early wagon chassis nicely made from timber and steel bolted on just like the original.

David Thomas had a busy time with boiler inspections on two locos. One was John Hurst's 4-8-2, the other was Nicks Blowfly. Completed at last with a mighty effort by Simon who has been guiding this work since Nick was given the partly built loco by Hart Brammer. A full report is elsewhere in this newsletter. Zac arrived towards the end of the day with a 2.5" gauge Fast Electric Parcel Van. He had some battery troubles and then a chain link problem. An interesting device.

We also saw some nice Puffing Billy carriages made by Andrew for Graham Tindale. They are very nice, constructed from a laser cut plywood kit. Some of the parts are very dainty indeed. Graham has also provided us with a railway clock! Thanks Graham!

Editor's note. In the last Newsletter I incorrectly described David's flat wagon. It is classified as a carriage wagon. Remember that in the first forty five years of the railways in the Colony of NSW horse transport was very important and there would have been a need to transport horse drawn vehicles about the place!

Members News

We welcomed Geoff Hague a prospective member to the grounds. He spent the day with us and ended up with Neal and Peter D assisting with the second handrail replacement on the Hawkesbury Bridge. He was back for the running day too!

In Marrickville, Mark Gibbons married Clare at the Roseby Memorial Uniting Church. Congratulations to Mark and Clare!

We were visited by a South African model engineer who is visiting his son in Sydney. He was thrilled to see so many locos in steam and was entertained by Simon and David and others. They seemed very pleased with their visit.

David J has to make a video for a school project, so invited Gary to bring along the 36 as the subject. He said it was only supposed to be 20 seconds in length! I think David's video might be a longer version for us enthusiasts!



From Top: Brian Muston's early NSW carriage. Andrew's Jack with Zac Lee's pink Juliet, & Andrew's Mollyette and Maisie in the background. Ray Lee's 25 class and P class boilers. Below: Ross Bishop's ploughing engine parts, and Left, David getting close up shots of Garry's 36.



“Hart” No. 12

By Nick Kane

On the 11th of September 2015 Blowfly No. 12 “Hart” moved under its own power for the first time. This was the result of much work by Simon Collier and a number of other club members, who have made the steaming of this terrific little engine possible. Since then it has been run a number of times at the club grounds, bringing an immense amount of joy to me and proving to be an excellent performer on the track. Perhaps a few details on the completion of this Blowfly may be of interest.

In early 2012 Simon Collier started constructing a 5” gauge Blowfly locomotive, to Barry Potter’s excellent design, for me. This was the result of my desire to experience the construction of a live steam locomotive. The previous year, at the tender age of 13, I had purchased my 3½” gauge Atlantic “Maisie” from Graham Tindale, something which proved to be very exciting and somewhat daunting at first. However, I really had no idea as to how a live steam locomotive such as this was constructed. Experiencing the construction of a Blowfly in Simon’s workshop gave me an undeniable appreciation for the skill and effort that is required to build such a locomotive.

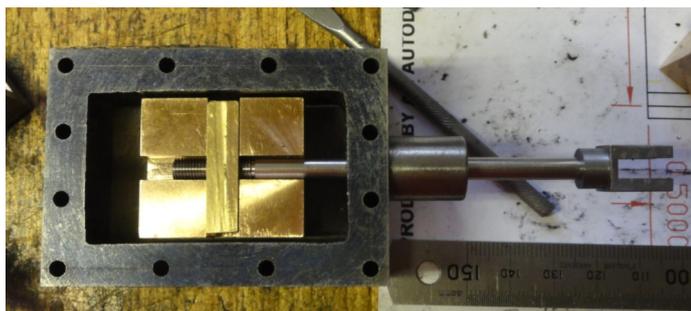
After suitable driving wheels were very kindly donated by Ross Bishop construction began in earnest, with



visits being made to Simon’s workshop most Thursday afternoons after school and many days during the school holidays. Gradually axles, axle boxes and eccentrics were completed.

On Friday the 7th of September 2012 I received a telephone call from Simon saying that a surprise was install for me the next day at the club. Upon arriving at the club grounds early Saturday morning I found that Hart Brammer, an SLSLS member whom I had never had the pleasure of meeting, had decided to gift his part built Blowfly to me. Hart could only be described as a gentleman, and I regret that I did not have the opportunity to see him again after this day. He had started a Blowfly many years before, but was unable to find the time to complete it. The parts he had completed were all to the general Blowfly design specifications and were

taken to push the chassis around the elevated track. Following this gradual steps were taken to getting the engine running on air, with the cylinder ports and valve chests machined and pistons and valves made to suit. The exhaust pipes were made to the improved design, first described by Ross Bishop, where copper elbows are utilised. This method is superior to that originally specified for the Blowfly build series and has been adopted on most Blowflies since. The exhaust pipes that Hart made were to the original design and so were not used. Work on the chassis and run-



made to a very high standard. These consisted of frames, axles and axle boxes, eccentrics and eccentric straps, driving wheels (unfinished), coupling and connecting rods, crossheads (unfinished), cylinders and steam chests (unfinished), riveted side tanks, exhaust passages and many other smaller parts such as the displacement lubricator. The build style is interesting with Hart seemingly preferring not to build the locomotive in the sequence outlined in the construction manual, but rather make whatever parts he fancied at the time. Although I am unsure as to the exact year that Hart started the locomotive, the design of certain parts would suggest that construction began very soon after the Blowfly series was published in AME.

I will always be extremely appreciative of Hart’s kindness and generosity in giving the part built engine to me. Unfortunately he passed away before the Blowfly was completed, so was never able to see the engine run. Shortly before his death permission was gained from Hart to name the engine after him, something which he was quite touched by. I feel this is a fitting tribute to both his skill and kindness.

Because construction of a Blowfly had already been started before Hart gifted his part built engine to me, we now had several duplicate components. A decision was made to use as much of Hart’s parts to as possible, so the duplicate parts were put away with Simon having the intention of using them at some point in the future, possibly as part of another Blowfly. Work was soon started on getting the engine to a rolling chassis stage and this was achieved by the October running day in 2012, with the opportunity being



ning gear was sporadic, as much attention was turned to the construction of the boiler. The chassis was run on air for the first time on the 10th of February 2014, a wonderfully exciting moment. It was marvellous seeing the valve gear burst into life when compressed air was admitted to the cylinders. Around the time the chassis was being worked on, a very enjoyable day was also spent at Ross Bishop's workshop making the cab, which was cut out from the zinc anneal sheet and the sides folded to form the general cab structure.

Construction of the boiler was a part of the build which I must say I found to be particularly enjoyable and interesting. Fortunately I was able to obtain a copper barrel, tubes and other boiler material from Barry Potter. After the boiler plates were formed, the big soldering operations began. Initially I found these rather terrifying, but gradually I became used to them and came to find them quite exciting. The heat ups were done on Simon's front porch and I noticed some very bewildered looks on the faces of people passing by on the outside footpath, gazing at the roaring torches and glowing green boiler. Although not all soldering operations were 100% successful and at times morale dropped a little, it all came good in the end. Simon did a wonderful job on the boiler and his dedication meant that it eventually passed its hydro test with flying colours. At this point I must also mention that during boiler construction greatly valued assistance and advice was given by Mark Gibbons, Warwick Allison, Andrew Allison and several other club members. The construction of the boiler was actually stretched out over quite a long period, with the bulk of the work being undertaken in the school holidays. The boiler was successfully tested on the 20th of December 2014.

Before boiler construction began a decision had been made not to fit superheaters initially but to still have provision for superheating, should it be desired to fit elements in the future. However, after a



discussion with Warwick Allison, it was decided that superheaters should be fitted before the engine was completed. Stainless steel elements were supplied by Warwick and the ends welded by Martin Yule, however these elements turned out to be troublesome. The walls of the stainless steel elements were quite thick and much difficulty was found in trying to fit the superheaters into the superheater tubes in the boiler. Unfortunately, for this reason, they could not be used. Simon instead decided to manufacture thinner walled copper elements of 1/4" diameter and these were duly fitted to the boiler. A very nice ball valve regulator was also made by Warwick to his design, as seen in AME.

John Lyons constructed the smokebox, using a recycled bollard lamp from Plumpton High School, and did a beautiful job. This included the smokebox door, hinges and of course the chimney. A real lot of work went into this particular component of the locomotive and it certainly looks terrific. The lovely brass chimney cap was supplied by Hart, which I believe he purchased from Hucar Engineering.

A lot of thought was put into No. 12's livery. Simon and I both agree that a Blowfly is the type of locomotive that needs a good paint job, with the big side tanks and cab lending themselves well to lining in addition to the base colour. Various colour options were considered, with maroon being the favourite idea for a while. However after looking at the book "Steam

Trains in Your Garden" by Brian Wilson and seeing his two tone green 16mm scale Peckett, I fell in love with this stunning paint job. Simon also agreed it would suit the Blowfly splendidly, so Humbrol paint samples were selected and used to have automotive spraying enamel made up to match, and the engine was eventually fully decked out in gorgeous two tone green with white lining. Simon put a lot of work into the paint job and the end result really looks terrific! The livery itself is similar to that worn by the Victorian Railways NA class between 1900 and 1903 and the colour scheme adopted by the Great Northern Railway in the UK that was applied to several well known designs such as the C1 atlantics and J52 saddle tanks.

Name and number plates were purchased commercially and these are held onto the side tanks and cab with strong adhesive. The cab valves, water gauge, pressure gauge, whistle and safety valves are all commercial items, purchased from the various live steam suppliers. The safety valves are of the pop type and work reasonably well, however they do have a tendency to lift water. The Blowfly design displacement lubricator that Hart made was fitted and has proved to be extremely efficient. The engine's water feed consists of two injectors, supplemented by a very good axle pump. The pump is to the design specified in the Blowfly series, but was modified to minimise dead space. One injector feeds from the side tanks, while the other injector feeds from an external water tank in the riding truck. The axle pump, as would be expected, feeds from the side tanks.

To go with the locomotive, Brian Muston very kindly constructed a 5" gauge bogie riding truck for me. It is in the form of an open top wagon and looks great behind the Blowfly. It's large size means that



it holds more than enough room for tools, oil cans, coal and a water tank, while also being very comfortable to sit on. Brian also made two beautiful working lamps to sit above the front buffer beam, which really add a lot to the appearance of the engine.

As already mentioned No. 12 "Hart" was run for the first time on the 11th of September, exactly three years to the week that Hart gifted the part built engine to me. It was a wonderful feeling to see the engine in steam after watching it grow for so long. No. 12 passed its steam test without any trouble and was given some good lengthy runs, during which an issue was noted. While the engine steamed beautifully, for some reason it seemed to be fairly gutless and at full regulator only just potted along. On the first run this was put down to the engine still "running in", but by the second

steaming things hadn't improved so this theory was dismissed. The general consensus of opinion was that the superheaters were restricting the flow of steam to the cylinders due to being too small a diameter, so these were removed and Simon made the ordinary saturated steam pipe that is specified in the Blowfly design. Unfortunately this made no significant improvement to the engine's gutlessness, so again opinions were sought and the problem was eventually tracked down. It was found that the regulator steam pipe was pretty much hard up under the top of the dome, something that was quickly amended and transformed the engines performance!

With steam flow no longer restricted, the Blowfly has been found to be very powerful, seeming to have a large haulage capacity for it's size. At the time of writing the biggest load that we have had behind it is only 6 people, which it hardly notices. The engine seems as though it would be able to handle at least double this load without too much difficulty and Simon and I are looking forward to putting it to work on upcoming public running days.

As a result of the now solved inadequate steam flow mystery, we now have both a saturated steam pipe and superheater elements



that can be fitted to the engine. This presents an interesting opportunity to compare between running the locomotive in saturated and superheated form. Currently the locomotive is running in saturated form, but it is planned to refit the superheaters as a part of a controlled test exploring the benefits of superheating. It is planned to conduct this test in the near future and it may form the basis of another newsletter article.

As can be ascertained from the accent of this newsletter article the Blowfly has turned out to be a wonderful engine and has brought me a huge amount of happiness. I will be forever grateful to Simon Collier, John Lyons, Warwick Allison, Ross Bishop, Brian Muston and all the other club members who made its completion possible. In addition to this, I would also like to thank Mark Gibbons who assisted a great deal with photographs and information throughout No. 12s construction. It was also very useful to photograph Bernie Courtney's and Brian Kilgour's Blowflies for reference during the build. I am overjoyed with the locomotive and look forward to not only driving it myself, but also seeing other people take a turn at the regulator.

I think Hart Brammer would be very pleased.





Above: Nick and Maisie on the elevated track in October 2011.
 Below Nick and Blowfly 'Hart' in the same place on 19 September 2015. What a difference 4 years makes!



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