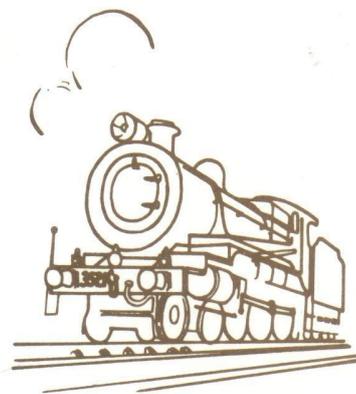


Sydney Live Steam Locomotive Society

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

'Newsletter'

Volume 44. No. 4
November 2016



James Sanders is one of our newer members and has amazed everyone with his rapid progress in the construction of 2604. This is his first 5 inch gauge loco, having built a fleet of N gauge electric and 1 gauge live steamers, also in quick time. 2604 is by far his largest construction, and in 8 months to first steaming! See page 12 for the full story!

August Running Day.

After some warmer weather it was a little cooler for our last winter running day. The breeze was a bit brisk and made the flags fly. The usual group of members were busy setting up the grounds, putting out signs, clearing the leaves, trimming line side vegetation, checking points and signals and marshalling the rolling stock. Those involved were Barry M, John and Arthur H, Vic, John L and Graeme K. Track Superintendent David L fortunately spotted a damaged track panel on the inner main that had resulted from the tree work that had recently taken place.

It was all hands to the task and a wonderful and enthusiastic track gang soon had the panel removed, and upside down receiving gentle persuasive blows with the sledge hammer

from Peter D to repair its alignment. While not perfect the panel was replaced and was more than adequate for the day's operations. The next week saw more remedial work to improve the alignment to how it should be. Many thanks to all who lent a hand for this urgent, critical repair.

At morning tea we saw a coupling rod for John L's 0-8-2 Avonside. It has a novel retainer pin arrangement for the knuckle joint. We also saw the differential gear(s) for the Ross and Jim ploughing engines. These weigh a tonne judging by the extended arms that carried them! High quality machining work and enormous sized components. We also saw some wheel strakes, which are set across the wheel rim and curved to suit. We hope these will result in a suitable expose in a future newsletter! Ross also showed off his re-



Ross Bishop has an eye for the camera on the August running day.

cars and van with the Heritage 2-8-2. David J was guard. It wasn't long before James turned up unexpectedly with the Z26 class. There was a short inspection by the boiler inspector Andrew to confirm safety valve adjustment was right and after some spirited light engine running the Z26 was coupled in front of the heritage 2-8-2 to double head for the afternoon. This was James' first full afternoon of public operation with the now about 9 months old 26 class, and it went very well. Towards the end of the day the headlight and markers were turned on and it did look good!

Paul Taffa ran a single car with 0-4-0 Hunslet, while the other big train was Garry Buttel and 4-6-0 "Impala" leading Simon and 0-6-0 Simplex. They had 7 cars and van, with Nick and Blowfly providing banking assistance and John L as guard. Mid afternoon the Blowfly seized up on the grade just near the Griffith Tea sign. It was un-coupled and with assistance was put onto a flat wagon and shipped back to the GL loco as cargo. Subsequent investigations showed the left crosshead had picked up on the slide bar, locking things solid. Some dismantling work freed it up, and it was sent home for a little more attention. After Nick came off, the train reduced its loading by 2 cars. Zac became guard after John Lyons had to leave. Brad also did some trips as guard.

Station master on the elevated was Tony K who experienced the full impact of a busy elevated railway!

A reminder not to forget the R clips on couplings! Bernie was gate keeper, standing in for Martin D who was sick, while signallers were Barry M, Mark G and Warwick. Evan had a short stint at it as well! Track Super was David Lee. In the kiosk we had Elizabeth, Diane, Joy, Gai and Margo, they had a reasonably busy day looking after our visitors... Peter W sold tickets. In total we sold 2909 rides and this is about 100 more than an August average.

vamped spark arrestor for "Toneya". It was good to see Geoff H back from the mother country, and also to welcome Tony, a prospective member who had his baptism of fire on the elevated station. On the ground level outer main we had Lionel and the TGR R class 4-6-2 being driven by Max hauling the Central West set. Max has tweaked the valves on this loco and while there were some doubtful views on whether it could do it, but it did, and it hauled the whole train unassisted all afternoon. The beats sounded pretty good, like it has never been before! Lionel was guard but later Paul Brotchie did most of the afternoon. The other outer main train was Graeme and Pacific 2401 leading Ray Lee and C3112 on the blue set. Tony E was guard and they ran very well all afternoon. Outer main station master was Carol Leggett. The inner main had WAGR 2-8-2 V1224 driven as usual by Andrew with Guard Geoff H on the Pullman set, while Ross had "Toneya" 0-6-2 Fowler pull the green set with guard Graham Tindale. The inner main station master was Ian Tomlinson. Ian and Graham swapped roles at times during the afternoon! Both these trains ran well and without incident. Up on the elevated there was plenty of action. Arthur took 4



September Running Day. Our first spring running day for the 2016 season started off as the forecast indicated but as the day progressed grey clouds rolled in and while it got cool and looked as though we may have some rain it did stay dry. In all it was a good day for our visitors. At morning tea we saw James' new 1 gauge coal fired boiler. A very neat silver soldering job. This was constructed to Andrew's design for his "Jack" boiler and is now the third such boiler within the Club. Also on display were an Ellie lubricator, made by Warwick and a safety valve made by James for David's Jack-shaft Ellie. This is working to a schedule to have it steaming in the school holidays well ahead of the small gauge week end! It was also good to have Les Thompson and his wife Ruth up from Victoria for a visit.

Peter giving instructions to effect a repair on our damaged track just before the August running day.

**Top; James and 2604 leads Arthur and the heritage 2-8-2 on our August day.
Below: Our grounds were packed between the elevated and ground level.**

There were plenty of locos on hand for the run. In the elevated loco we had James' 26 class, 2-6-2, Arthurs' 2-8-2 heritage Mikado, John's 2-8-0 Nigel Gresley, Nick's 0-4-0 Blowfly, Simon's Simplex and Paul T's Hunslet. These formed up into trains with the two Hurst's double heading one train with John L as guard, and the other being formed by James and the 26 leading Simon and Simplex and then Nick and Blowfly, with Evan as guard. The Blowfly had its spark deflecting device fitted. I am not sure if it set Simon on fire, but he did seem to survive! James' 26 had received a thorough

valve tune up and since its last run and this work was highly successful with James proclaiming it will now notch up! The elevated ran very well all afternoon. There was some changing of drivers, guards and station masters with Greg C being involved as well. On the ground level, Ross had "Toneya" 0-6-2 on the inner main with the green set and Neal as guard. Ross cleaned his spark arrestor about four times during the afternoon. I don't think he will be using kero soaked kitty litter to steam up again! Warwick ran WAGR V1224 after a minor tune up of clacks, coupling rod bushes and valve gear. A temporary run of brake hose was used in lieu of a plastic bypass pipe which had a leak. Geoff Hauge was guard and then Bernie to finish the day. Station master was Tony Kidson with assistance from Neal and others at various times.

On the outer main Scott M ran the Wolgan Valley three truck Shay on the blue set and this ran well all afternoon. Guard was Graham Tindale. The other train was Garry B and the C36 leading Max Gay with Lionel's TGR R class on Central West set. They had Martin Yule as guard. Max came off mid afternoon and was replaced by Graeme K and 2401. The C36 and 2401 finished off the day. Outer Main station masters were Paul B and Peter D.

In the Signal Box we had Martin D and Barry M who kept the show moving. Mick was Track Super and dealt with a couple of point problems early in the day.

Gate keeper was Tony Eyre who was assisted by Gai and also Ruth Thompson. There was a long queue to get everyone in. Tickets were sold by Jo who was excited because she almost ran out!

In the kiosk we had Elizabeth, Joy, Gai and Ruth serving our hungry visitors. We sold 3093 tickets, which is our second biggest September in Warwick's records and 700 above an average September day.

Best wishes go to Ian Tomlinson and Steve Border who have been on the sick list. Get well soon! Having a break from other duties John L was able to provide a brief photographic coverage of the afternoon's activities.



October Running Day.

We were very fortunate to get such good weather for this running day. The sky was clear and the temperature was about 28 degrees. This was the weekend of the local Granny Smith Festival and so it took a while for our crowd to build up. We did seem to have more visitors than we have had in previous years. Mark G was busy checking the operation of the points and signals on the GL and we seemed to have more members involved in setting up activities. Involved



Garry Buttel and Impala leads Simon and Simplex in August.



September saw Garry Buttler and the 36 leading Graeme Kirkby and 2401 passing the Hurst's train on the elevated.

All the ground level trains ran very well until a point problem on 44 brought the outer to a stand. Warwick did a temporary repair which worked for a while, but ultimately transferred the fault to 10 points on the inner. A diligent search in the signal box found a replacement relay and when installed all was

were Barry M, Graeme K, Arthur H, Vic S, David T, Tony K, James S, Graham T Martin D and Warwick and Andrew. Inspection of ground level stock resulted in three bogies changed over with diaphragm problems.

On display in the clubhouse we had some ploughing engine wheels by Jim M and Ross B, they are very impressive. David T showed Warwick's Ayesha boiler to Bill P (he was supposed to be inspecting it!) James Sanders showed the tender chassis he is making for a 3.5" gauge American 2-8-0. Later in the day we saw a 1 gauge loco storage box made by James for David J out of the old seat tops disposed of last week! This box had many innovation features that would stimulate jobs and growth and was a good example of recycling of redundant material!

On the inner main we had the usual combination of Ross Bishop and 0-6-2 "Toneya" with Tony E as guard. The second train had Andrew at the regulator of WAGR V1224 with initially Neal B and then Ian T as guard. Ian was station master but later Carol Leggett took this role and allowed Ian to have some train trips. It was good to see Ian back after some internal repairs. I think Carol was also guard at some stage!

On the outer main we had Mick and the Shay with Graham Tindale as guard. The other train on the outer was hauled by Lionel's TGR R class and driven by Max Gay with Tony Kidson as guard. Mid afternoon the R came off to leave early and was replaced by C3803 and Ray Lee. Outer Station Masters were Jo and Peter D. Graeme Kirkby was relief driver and guard. There did seem to be some role swapping across all the ground level!

restored to full operation.

On the elevated we had Arthur and the heritage 2-8-2, driven by Evan. This was led by James and the Z26 class with David J as guard. Later in the day the Z26 was not steaming as well, and this was later discovered to be a crack on the superheater elements.

Paul Taffa ran Hunslet on one car while Simon and 0-6-0 Simplex pulled the last elevated train with Bill P as guard and Nick assisting in the rear with Blowfly 'Hart'. Nick was having a respite from his HSC! John L Nigel Woolley and Arthur were station master and elevated assistances. Nigel W had a turn at the regulator of the Blowfly giving Nick a break and later Bill P had a turn. It was Bill's first drive of a live steamer.

After fixing the ground level signalling Warwick even found time to water the new elevated loco retaining wall geraniums! They needed it!

In the signal box Martin D and Mark G provided signalling for the ground level while Barry M supervised events and David T was Track Superintendent.

In the kiosk we had Elizabeth, Diane, and Margo who were kept busy during the afternoon. Peter W sold tickets and Margo relieved him for a while. The 2162 tickets sold while being above average for the month were about 300 short of a maximum October day.

Many thanks to all who assisted!

Members News

Vernon Condon passed away on 14 August. He was 90 years old. Vernon had been a member from 1985 to 2012 and he was our regular ticket seller on running day for some years. He certainly had an interesting life being born to a father who was both a barber and the local SP bookie! That was at Portland. He was an automotive mechanic by trade, worked on early buses at Cessnock, joined the merchant navy (not sure if this was during the war or at the end) and had a Myford as part of his kit! After marrying a nurse he settled down and worked for the Public Works Department on such projects at the State Office Block, the Opera House (after they took it over from Utzon) and finally intro-



Mick supervises from above while Andrew and V1224 passing Scott and the Shay on the September running day.

Duty Roster.**December.**

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

January

M.Murray, A.Allison, M.Gibbons, W.Fletcher, G.Kirkby, J.Noller, P.Sayer, I.Tomlinson, G.Scott.

February.

W.Allison, S.Collier, G.Buttel, B.Millner, S.Murray, V.Sciicluna, G.Tindale, P.Brotchie, J.Sanders.

March.

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

Gate Roster. December. Arthur Hurst. January. John Hurst. February. Graeme Kirkby. March. Stuart Larkin

duced a centralised monitoring system for all the government buildings, something that would have been quite novel at the time. During his life he survived a bus crash and a ship collision.

Bryce Peake passed away on August 20. He was 98. Bryce joined the Society in 1976. He will be remembered for his long term project of a South Australian 500 class, the state from which Bryce originally came.

After his move to Brisbane to be with his son's family he continued to work on the loco until it was essentially complete. It was featured on the cover of our February 2014 newsletter issue. It was a truly magnificent effort.

Bryce was a lovely bloke and was an active member of the Society. He was instrumental in much of the infrastructure and equipment at the club, including building additional elevated riding cars when they were most needed, a bridge over the elevated at the Park Av end (since removed) and the lovely coloured figure signs that adorn our toilet doors.

Neville Amy also passed away since the last Newsletter. Until Neville's health deteriorated he was a regular helper on the elevated station making a valuable contribution on each running day.

On the positive side we have Tony Kidson, a prospective member who has been a very keen worker since his first day at the club, the August running day. Tony assisted on the elevated station, right in at the deep end.

Family Day

Our Family day was moved to the second Sunday in September for this year. There were about 30 present, together with a good selection of locos, and good use was made of the elevated track! Locos there were Warwick's Tich, Nick's Blowfly, Graeme's 17 class, Wayne's C34 class and Purley Grange (2.5" g) as well as Zac's Maisie. The BBQ was put to good use for lunch and everyone enjoyed themselves in the perfect weather!



September running day with 2604 & James leading Simon and Simplex and Nick and Blowfly on an elevated triple header.

Small Gauge Weekend.

This was held on the first weekend in November. The weather was hot for this time of the year and very windy on the Saturday and rather calmer for the Sunday, the second day of the event. John L and James S were at the grounds before 8.00am to open up and start preparing for the day. Our first visitor Doug Miller from the Bankstown Society with a C36 class, 3½" gauge, arrived around 8.30am or so and was the first locomotive out on the track by 10.45am. In fact by 11.00am there were three locomotives running. The C36 class, John H and the "King" and Joe Huntley from Edgeworth with his "Maisie", perhaps not running as fast as it has on another occasion some 40 years ago on the then new elevated track. John H did have the "King" stretch its legs performing as it was meant to with those large driving wheels. These locomotives were soon joined by Zac Lee and his 2½" Fast Electric Parcel Van. Ray L ran C3289, Scott M steamed the Virginia and Max ran C3830. It was very good to see C3830 as the last time it was at the grounds the tender rolled off the depot road with the top driver's side corner of the tender tank taking the impact. Max has patiently restored the damage and with the paint work re-done one could not tell it had been damaged.

James S set up an oval of Gauge 1 track on the signal box deck and we had a number of locos running. Simon's Lady Susan, James S's Edwin and a couple of Ellies, one being David J's jack shaft Ellie which ran very smoothly.

There was a good display of work in the club house. Warwick and Andrew A and James S had a big collection of locos from gauge 1 to 3½" between them. Zac had a 2½" 36

James attending to 2604 in the station.

**Diary**

December 3	Christmas Party BBQ (evening) West Ryde Neighbourhood Centre Party and Run (lunch time)
December 6	Members Meeting
December 17	December Running Day.
December 31	New Years Eve Run (Saturday)
January 3	Directors Meeting
January 21	January Running Day.
February 7	Members Meeting.
February 18	February Running Day and next Newsletter.

Please see AME for other events.

class chassis and John L's Avonside 5" gauge is now showing its compact, chunky shape. In the ground level loco depot we were treated with Ray L's new C3281, a lovely job with so much detail and an absolute inspiration to us all! Ross B steamed his Maclaren traction engine at one stage towing Neal's Foster TE. Late in the day the Foster was hauled over the elevated track crossing by the winch on the Maclaren.

By lunch time there were about 50 members and visitors who all enjoyed the BBQ of sausages, onions tomato on bread rolls with sauce if needed. Lunch time on Sunday was the same menu with Mick and Neal doing the cooking on both days. Elizabeth and Jo-Anne assisted in the kitchen on Saturday while Sunday was looked after by Jo-Anne and Sue Collier.

Works Reports—Grounds.

Simon's ticket office roses have been looking magnificent. Shelia Dewhurst has put in other plants around the clubhouse. This garden is certainly looking very neat and tidy and beautiful as well! As you walk up the grounds you cannot help but notice the improvement this gardening has made. David Thomas spends his time planting some ferns on the bank behind the signal box and in much weeding and filling the green bin. Peter D and Tony K did a temporary repair on some inner main broken fence wires, accidentally damaged during mowing. Peter showed us his seamanship skills in how to tie wire rope! After the running day Tony K and Geoff H did a permanent repair with some new wire and fittings. Warwick repaired the BBQ where one of the timbers supporting the BBQ door had rotted away.

Brad and Nick replaced some seat bench slats that were in a dire state and ready to break. Special thanks to Bernie who not only cleaned the toilets but also cleaned the clubhouse windows. We also realised that since the filter had been installed in the air lines we hadn't actually blown the water out. Mick and Warwick removed a fitting in the elevated and with the compressor fully charged the water came out for quite a while. Mick went around each branch which had their own collection of water, and he also emptied the filter bowls which were full as well. So the system is now fairly water free and blows clear. We will need to remember to drain the filters each month, and we will see how it goes.

Several broken and dead branches in the Alder tree were removed in a team operation. James showed us he is skilled in all



Its October and Simon & Simplex are assisted by Nick and Blowfly at the rear.

things and scaled the tree to cut off the damaged parts with the club chain saw. Meanwhile on the ground, Tony, Brad, Jim M and Warwick trimmed, cut and mulched the off-cuts such that by lunch time the work was just about completed. The pine tree outside the clubhouse was also tidied up. Neal and Jo worked on the taps on the hand basin in the clubhouse. Neal installed new washers and spindle seals and made sure it all operates smoothly!

Elevated Railway

John L has painted the ground frame and is now busy painting the signals. After working from the bottom up on the lever frame the signal is progressing from the top down. By the small gauge weekend the lever frame and most of the signal were looking refreshed and rather smart. John H has been busy installing some additional parts onto the elevated turntable. This includes a weight to hold the lever disengaged and a catch to keep it engaged! Turntable operation should now be a one handed affair, much needed when managing a loco as well. Arthur and Tony removed a large portion of the collapsed retaining wall adjacent to the elevated loco depot to commence the renewal of the retaining wall in this area. A crew was assembled to shift the beams some distance away clear of the work area. Over half the beams we removed were in reasonable condition so these have been returned to our spare beam stack, while the rest are stacked near the ballast pit for disposal. Many thanks Arthur for the enthusiastic early start! There were a number of main helpers on this project including Arthur, Tony, Brad, James, Nick, Wayne, Neal and Warwick. Additional assistance from Andrew, Jim M, and

Ross B was appreciated for the more awkward parts. Holes were dug for posts and after lunch we concreted in the 5 steel posts. The following week Warwick cleared the buried and ancient ballast railway as it was the easiest way to deliver ballast to the wall. The plan was to install the first level of sleepers which had been procured by John H in his long van, and then to place a U shaped length of geo textile fabric behind the wall. Ag pipe was laid in the bottom of this and then the backfill added progressively with ballast into the fabric such that there results a 3 inch (or so) layer of blue metal (for drainage)



October again and Ray with 3803 passes Mick and the Shay in the platform.



Morning tea for the October gardening day!

against the wall. The fabric is to prevent the metal becoming contaminated with soil. As the ballast rose so did the wall! Many thanks to John L, Garry B, Brad, Nick, David, Wayne, Vic and Geoff H who assisted. Provision has been made to extend the wall toward the ballast pit, with an extra sleeper height, however this extension is not likely to be done before Christmas as we have a number of special days coming up. Graeme K and John H have been removing the old redundant beams for their landfill projects.

Brad, James, Andrew, Mick, Peter D and Warwick removed a damaged 4ft track beam from the elevated station and replaced it with a good one. Andrew and James were given the job of going around the elevated track and wire bushing all exposed steel work and then rust converting it. After this James gave it all a coat of red primer to protect it. This was done as it was considered that putting a coat of render on it would not actually do anything useful. Brad has been restoring an elevated track beam mould and this has now been painted and stored in the shed out of the way of further corrosion and damage, just in case we need it.

Shed

We have been given a pedestal drill and lathe from a local technical school being closed down. As part of this Mick led a thorough clean out of the old clubhouse while Lionel and Bill helped Warwick sort through the various bits and pieces near our coal storage. Lionel and Daniel (David J's brother) helped Warwick to fold up neatly some large plastic sheets. Lionel has been steadily working on distributing the char and sorting out this area. The work has paid dividends as we have discovered some more spare short elevated beams! John H volunteered to take the trailer to the tip during the week, so it was filled up!

James got stuck into modifying the workbench for the new pedestal drill, a job he succeeded with. After this the drill was levelled and secured with dynabolts. Peter W has provided temporary power. Brad and Warwick attended to the roller door on the shed. They adjusted the slides and dry lu-

bricated it. It goes much better now!

Ground level railway.

Barry M has tackled some defects with the green set. A couple of the footboards had securing bolts with missing nuts. These have now been restored.

A broken branch in one of the large pine trees required expert removal. Unfortunately the professional tree people damaged the track and it was not discovered until the morning of running day. The panel was removed and Peter D gave it some gentle persuasion (with a sledge hammer) to restore its functionality. The next week a team of James, Andrew, and Geoff H removed the track panel again for further treatment. Peter D gave it some taps and dislodged a sleeper so the job became bigger! A rail spacer borrowed from the track jig helped repair this. Then the spacer was welded back onto the track jig! Brad, Warwick, Peter D, and Tony K reinstalled the track panel and all is as good as new again!

The ground level blue and green sets have been targeted for standardisation work. The bolsters have larger holes than the pin diameter on our bogies. Consequently a sleeve is placed over the pin. We are removing the need for the sleeve by welding a small reducing plate to the bolster. Paul B and James did some cars and some weeks later the other cars were done by Peter D. A couple of bogie issues were also found and attended to. A good number of assistants were engaged on this work including James, Geoff H, Peter D, Neal and David J. This will make spares keeping simpler, and change out easier. Brad, Nick, David J and Peter D attended to lifting some joints and track on the western straight.

Wayne has supplied us some more stainless sleepers for the points. Many thanks! Martin has been attending to the signal phones, in an attempt to improve their reliability. The circuits are now in CAD format and very smart too! Mick M has installed a CCTV power supply into B box. The cable run to the camera should be in place by the time you read this!

Editorial.

Thank you to all the members who have made contributions to the Newsletter over the time I have had the task of getting things together. It has always been gratifying to hear feedback and to be informed of the circulation within the families of our membership. Special thanks to Warwick for his help with the publishing program and his guidance in the direction the Newsletter has taken over the years.

I am sure, that with your help, Nick Kane will do a great job with the Newsletter. Apart from his involvement with the Society over the past six years he has had us under his watch for much longer. In no time Nick will put his own stamp on the production.

As 2016 comes to a close I would like to wish all members and friends of the Society a very happy Christmas and may 2017 be a productive year for the SLSLS and a very prosperous and safe year for all members and their families.

John Lyons

SMALL GA



UGE DAYS



Forty Years of Newsletters. John Lyons.

In late 1976 Reg Wood, at an SLSLS meeting, announced that he wished to resign from the position of Editor of the Society's Newsletter. I had been a full member for some two years and gave this matter some thought. I was in the position as a teacher of having access to printing facilities, could develop B & W film and had an enlarger to prepare prints. Professionally I felt that having to do some writing may be of benefit to my teaching career. When I approached the late Bill Richards, President at that time, he said "yes, I had thought of you for the position." Now Bill's thinking was probably, he's a school teacher, he should manage the task, but it may have not been as simple as that. I can well remember the first English lecture at Sydney Teacher's College in 1960. Our English lecturer, a Miss Bennett, who could have been very much at home in a female version of "Tom Brown's School Days" stated, "it is common knowledge in this College that Manual Arts students are not noted for their literary skills and I intend to do something about that." As we left that lecture room the Home Economics group were waiting to go in. They got a similar welcome to their first lecture. Some years later Bernie Courtenay, as a mature age student, was very much an exception to that expectation. I managed



to pass English and also the College spelling test. If you had not passed the spelling test by graduation time you had to return in the August school holidays each year till you passed. There was also a financial penalty involved here as you could be kept on your first year's salary for two years before moving up the incremental scale.

Before getting started with the Newsletter I had made up my mind that I would always present the SLSLS in the best way. As well as the members the Newsletter was sent to a large number of other clubs so in my mind the Newsletter was a window for others to look in on the SLSLS. I knew that it was important for me to be fully aware of new members of the society. This was because of something that happened to me before I was even "elevated" to the position of being a full member. I had joined about September 1973 and arriving at the grounds for the April running day in 1974. I was informed that I was on the gate for the afternoon. I asked, since when, to be told it was in the Newsletter, I followed, what Newsletter? I had met Reg a few times, been at meetings but was not on his circulation list.

At the beginning of 1977 the Newsletter was produced on my school's Gestetner duplicator with the stencils typed on a long carriage Remington typewriter I had managed to get second hand. With photos I had printed and mounted Reg was gracious enough to get these offset printed for me. This unfortunately came to an end when Reg resigned from the Society. The late Cec Gunning had written a piece covering the history of the development of the Boiler Code and Reg took exception to how he was referred to in the article, hence the resignation.

Late in the same year we had an improvement in quality as my school became the owner of an offset printing press. As this was well before the days of teacher's aids to do this type of work I made sure that I was one of the staff trained in the operation of the machine.

The year 1979 saw me changing schools on promotion to St. Marys High School. This meant a drop in the quality of the Newsletter as I had to revert to using the duplicator again. A few years into my time at St. Marys a teacher arrived on my staff that had other business activities outside of his teaching position. One of these was a printing business so I was able to have the Newsletter printed by the offset process again. This however started to become a problem as this person was beginning to be unreliable with both his teaching and the Newsletter printing when it was needed. This was the catalyst for the best move I made in Newsletter production. The society was becoming more financially affluent and with the Treasurer's blessing I went to a local Blacktown printer, Click Instant Print, and we have remained with them ever since. The owner at the time Ted Norman, was involved in a

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West Ryde, N.S.W.
2114.

'Newsletter'

Vol. 5. No. 1. Price 10c

January 1977.

Lyons

A message from the President.

Gentlemen,

Permit me the opportunity of paying tribute to Reg. V. Wood who has been the Editor of the S.L.S.L.S. Newsletter for the last four years which comprised sixteen issues.

The Newsletter was originally proposed by Reg. so naturally He agreed to become it's Editor. During this time He has maintained a consistently high standard of journalism, keeping the members well informed of the affairs of this and other societies and faithfully reporting on items of interest and importance. He has also carried out many fine photographic reproductions which added greatly to the overall quality of this journal. I might add that Reg., to a very large extent, personally stood the cost of producing our Newsletter and it is with gratitude that I thank you Reg. on behalf of the members, for a job well done.

I now introduce you to your new Editor Mr. John. A. Lyons.

Thank you Gentlemen,
Bill Richards.
President.
S.L.S.L.S.

Editorial.

The beginning of the year seems as good a time as any to start a new venture. For the S.L.S.L.S. two changes are taking place, a new Editor for the Newsletter and the proposal to form a Cooperative society.

The formation of the coop. society will mean the winding up of the S.L.S.L.S. in the form it has followed for the past twenty nine years and the incorporation of the S.L.S.L.S. Coop. Ltd. The move will be of great benefit to us all as it will provide protection for our personal assets should any claim be made against us, out side the scope of our insurance cover, - a most important consideration in this day and age.

In my first editorial I would like to thank Reg. for his introduction in the last Newsletter. I don't know if it will end up "bigger and better than ever" I hope I can keep up the standard that has already been set. Reg. will help with some photographic reproduction from time to time.

If there is any item that any member feels should be mentioned in the Newsletter please let me know, I do not have a crystal ball or the power to read minds, I need your help.

This journal is the Newsletter of a society that has in excess of fifty members. Newcomers such as myself have a lot to learn about our hobby and the knowledge of model engineering held by the overall membership must be considerable. The Society and the model engineering field in general can gain by hearing of the experience and ideas of its members.

Any ideas you have had, methods of carrying out specific operations, variation of design etc., can all make interesting reading and may help and encourage other Members. After all Messrs. Evans, Young and L.B.S.C. had to start some where.

With your help I hope I can continue to produce a Newsletter that is both interesting and informative.

John Lyons.

car club of some kind and as such was sympathetic to groups such as ours. He often told me that he enjoyed reading our Newsletter and sometimes had questions about our activities. He had come to visit the grounds and enjoyed a running day or two.

From that time on our Newsletter has improved in quality as the technical changes have swept through the industry. I was able to include photos again to cover special events such as a new locomotives being completed. This involved taking B & W photos, enlarging to get suitable prints, mounting them on the page as you wanted to present them and getting the sheet to Ted about a week before hand so a half tone plate could be made to run on the offset press.

There was a significant development for the November Newsletter in 1991. Earlier in 1991 the late Frank Collins had had the first run on his recently acquired 5" gauge Z2708. I had prepared some photos as usual and went to the printer a couple of weeks before the Newsletter was due. Ted said that he did not have to send this away, watch what he could do! He had a new photo copier, he put a transparent screen on the glass plate of the copier placed my photo sheet on top, set the machine and printed. He had a couple of trial settings before he was happy with one that he could use on the offset press. This was as well a money saver.

The November Newsletter for the following year, 1992, saw the move to computer generated text. The Lyons family had become properly computerised; you could not really count the Vic 20. Peter and his Pacific Power cadet mates did a bulk deal on the purchase of computers. Using the word processing program made the preparation of the text so much easier, especially the corrections. I went to using New Times Roman type face, an improvement on the typewriter style. Being self taught with the word processing program there were some annoying times. Hitting the wrong key, losing files or not quite sure what you had done to get into the predicament you had. However things slowly got better..

By the beginning of 1999 the quality of B & W photocopiers was making great improvements. It was now possible to have colour prints scanned and reproduced very clearly in B&W. This was used for a full page 1 of photos showing the beginning of the major drainage work that heralded a limited train service for the first part of the year.

We reached another landmark with the first Newsletter of 2000. Up till this time I had to collate the single printed sheets before distribution. For this Newsletter I dropped the master sheets off and picked up the box of printed sheets without seeing Ted, the owner. To my surprise the Newsletters had been printed on A3 paper, folded and stapled. How good was that, I only then had to put the names on to each copy? These were very well received but someone asked when we could expect the leather bound edition. When I took the May Newsletter masters in for printing Ted was there and asked, how did we like the last one? I told him that everyone was very impressed. He then showed me how things were done. He had installed a new photocopier, fully digitised and capable of printing on to A3 paper folding to produce an A4 booklet. Ted then showed me how it went. He separated the sheets with photos and scanned them one by one. These were then put back into their correct order. Put onto the feed tray and the machine set in motion the master sheets were scanned and put out into a receiving tray. Very shortly the copier was feeding out completed Newsletters folded and stapled!

Early in 2003 I was given a program pack that included Pub-

lisher. With better computer skills than myself Warwick loaded this program on to his computer. To get the best result from the printer Warwick was able to get the Adobe Acrobat program which converted the Newsletter word file to a PDF file. Warwick was already recording the society's activities with a digital camera so he was able to import his photos into the newsletter surrounded by the text. With the price of colour printing becoming more economic the Treasurer allowed the November issue of that year to have colour front and back pages, it did look good! In 2004 the text was put into two columns making it more readable. With the internet becoming more accessible digital images could be sent more easily. The digitised Newsletters went to the printer on a CD or DVD depending of the size of the file. I was given a digital camera when I finished as a Head Teacher at Plumpton High School and was very pleased to discover the quality of pictures they gave. Before long I had a second digital camera to help get more interesting images.

We moved to producing the Newsletter with a centre spread in colour as well as the front and back pages. We had been able to maintain a 16 page edition till the present time. By the beginning of 2015 the Newsletter was published online and the printed edition was in full colour. A number of members opted to receive only the online edition.

I want to take this opportunity to especially thank Warwick for his great help running the publishing program and to all the members who have provided material for the Newsletter over the years. There were times when things were a bit thin but now there are a good number of members who can provide excellent material for publication.

From next year Nick Kane is to take on the task of Editor. After forty years it is time for a change, in this case, a double generational change and with your support Nick will do very well.

I have been very pleased that I was able to fill this role as with family issues over the years I had not been able to get to the grounds as often as I would have liked, so in this way I was able to make a continued contribution to the Society. The Newsletter did get published on the third Saturday of February, May August and November after an initial run of five in my first year. There were a couple of close calls but it was always on time.

Did it help my teaching career? I think it did, as, by the time I retired almost eleven years ago programs, submissions and report writing were much more demanding. It was very pleasing to be able to write a glowing report for the very good students. On the other side of the ledger to say that a student was an absolute no-hoper and would do every one a favour if they left the subject in a manner that got the message through without being unprofessional or offensive always bought lots of satisfaction!

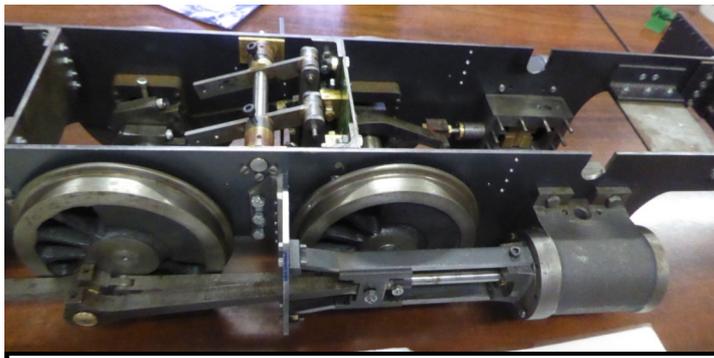


Building 2604

James Sanders

The decision to build a NSWGR 26 class was influenced by several constraints and many lengthy discussions at the club. I was after a locomotive that was big enough to be useful but small enough to transport. In the end it came down to resources. Warwick and Andrew Allison had prepared some outline CAD drawings for the frames, buffer beams, rods and boiler which they made available to me, not to mention copies of original drawings of the 1 class from Dubs. John Lyons conveniently had a set of cylinder and wheel castings originally for a 25 class which he had surplus to requirements and with these components a basis for the engine came about.

I spent a fair bit of time studying the drawings, both CAD and railway. I had to add to the frames by locating all the holes for the horn blocks and frame spacers. I was “persuaded” to go down the path of laser cutting (and water cutting) for the frames, buffer beams and rods. This was influenced by two trains of thought. Having built a few gauge one engines from scratch and not being in possession of a metal band saw it seemed to make sense, particularly with the need for accuracy. Warwick also told tales of his early engine building of chain drilling and filling and blood, lots of blood, sweat and tears from



February 2016 and almost ready to go!

hacking out lumps of metal for frames and rods. So I contacted Nigel Woolley and he arranged for the laser cutting and water cutting.

Whilst I waited for the essential bits of the frames to arrive I asked for people’s advice on what I should start on in the meantime. Andrew sent me a copy of the standard loco buffer drawings and so that is where I started. I turned these up at school and brought them to the club. The finish wasn’t terribly smooth and I was restricted in doing them at home as the Sieg C3 lathe I had simply wasn’t up to the task. In fact those buffers didn’t make it on to the engine, I eventually made another set which were far smoother in finish and better made.

Next came the pony truck, which I simplified by using ball bearings. Wheels came from DNC, I had to drill the holes in them – this is why 2604 was chosen as it was fitted with disc pony truck wheels in the 60’s. The pony truck I believe caused my first noise complaint from the neighbours.

Running on air 27 February 2016.



The chassis takes shape 28 November 2015.

I couldn’t sleep one morning before work and got up to start it.

The wait for the frames was rewarded when Nigel delivered them on the Small Gauge weekend 2015. With handy I set to work on cutting out frame spacers by hand and drilling out the laser spotted holes to their appropriate sizes with a drill press. Being a complete rookie at 5 inch gauge locomotive construction I looked for ways to be seemingly “innovative”. I went to Boltmaster at Seven Hills and purchased M3 countersunk screws and nuts. I figured that living the British Association dream at the frame level of the engine was beyond my reach. This horrified some to my amusement. What I ended up doing was putting the countersinks on the inside of the frames and the nuts outside and once painted you wouldn’t know. The horn blocks were attached to the frames by riveting with bright mild steel nails (thanks for the tip John) and once this was completed the frames were bolted together. The fact that they were already shaped made a huge difference as assembly went together very quickly.

Next attention turned to wheels and axles. I started with the wheels – the radial truck wheels to be precise. As these were spoked without crank bosses I ended up sourcing them from EJ Winter. I tried turning them on my Sieg Lathe but didn’t get very far as they were too big for my 3 jaw chuck so I turned them on a Hercus 260 at school, likewise with the driving wheels. When it came to the axle boxes I turned them at school and did the milling at home on my mill. They turned out quite well and the cast iron for these came from John Lyons – it machined very nicely. When it came to the axles I was faced with the task of getting them to be machined accurately. Since I didn’t have collets for the Hercus 260 at school and my own lathe’s 3 Jaw chuck was rubbish I sought help. Simon Collier was willing to assist. One day after work I went round to his place and he helped me turn up the axles using his very accurate lathe from 4140 ground 3/4” dia.rod. Once these were machined and centred I then made a jig to drill for the crankpin holes on my mill drill at home.



Starting to look like a loco—9 April 2016

we swapped lathes, Sieg for Hercus Craftsman, with limitations explained. A huge difference between both machines. A date was set for the move of Nick's lathe and in my naivety I thought I would use a trailer. John Tulloch came to the rescue here. On the subject of moving lathes and associated machinery he is quite experienced. With the assistance of Brad, Nick, John and Evan we managed to get it up Nick's driveway Egyptian Pyramid Building Style and in to the back of John's ute without major dismantling. With the lathe in place at home I

Before I could assemble the wheels on their axles with axle boxes I had to make up the eccentrics and straps for the valve gear motion. This I did with great care on the Hercus 260 at school with a 4 Jaw chuck and boring bar. I made a few practice eccentrics to make sure everything was good before ensuring all settings were left the same and machined the proper ones. At this stage I made a bit of a mistake. I linked the eccentrics fore and aft as pairs so that to adjust both of them moved together. This came back to haunt me later but was overcome. You will have to keep reading to find out about it!

With all the bits and borrowing John's quartering jig I was able to assemble the wheelsets and cranks. Loctite was used here and once dry pins were drilled for and driven home for added security. Next came the rods, which having been water cut required the bushings to be opened out prior to being fitted with home-made bronze bushes. I had a near miss with one of the rods catching whilst opening a hole out to final size – it is good to bolt things down when drilling to avoid cuts.

When I offered the rods up to the cranks I was faced with a problem. I could rotate the wheels through 3/4 of a turn but then they would lock up. Yep a hole had wandered due to my careless drilling. Some careful measurements were made and an eccentric bush turned up and fitted. Following this the wheels spun freely.

At this stage I was now up to the cylinders but was faced with the problem of equipment, a problem that had frustrated certain stages of construction to this point. Nick Kane came to the rescue here. We came to an arrangement where

was then able to produce more essential bits with an added level of accuracy and size.

During the Christmas School Holidays I made a start on the cylinders and steam chests. I

Flanging boiler plates—12 April 2016

forked out and bought a set of BA taps and dies so I could stick to the 'plans' – Blowfly cylinder plans to be exact – which were used in conjunction with numbers derived from the railway's own. John Lyons lent me some jigs to make the process of machining straightforward. Each cylinder bore took about 7-



8 hours from roughing to final machining of 1 1/2". I am glad that I had power feed. I managed to tap all the holes in the chests and cylinders without breaking a 5BA tap and this was made possible by doing a few, leaving it and coming back a little later when I was calm. One point of note with the cylinders is that I have used Viton O-Rings for glands and in place of cast iron piston rings, I had to make a few pistons before I got the "crush" right – I also experimented with several variations in size of O-Ring too. With the cylinders and motion done I set the valves as best I knew how by eye (what a rookie!) and waited till the Saturday so I could test it on air with the help of Warwick bringing hoses and adapters to the club. On the day of the test Jim Leishmann was very helpful in making sure I had plenty of oil in the chests so that I didn't wear anything out. We turned the air on, opened the valve and the wheels went round, both in



Boiler barrel test fitted 21 April 2016.

Ball valve regulator assembly—30 April 2016



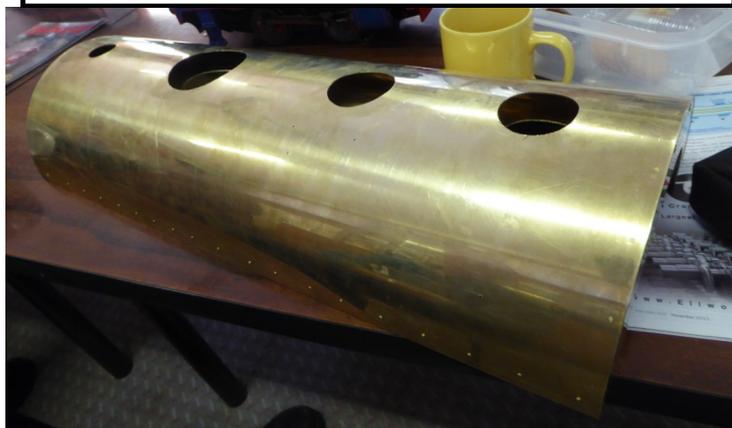
forwards and reverse. The beats weren't great but it worked! Only trouble I had mixed up forward and reverse, they were back to front! What a goose! I came back to this later.

I then embarked on making the smokebox and cab front from steel. The

old green electricity box features as part of the material used for the smokebox. I kept myself occupied with these items until the following School Holidays (around Anzac Day) when I started the boiler. The boiler was done under supervision from Warwick. Warwick generously allowed me to spend several days (and Sundays following the holidays) in his workshop making the boiler. This was great as he gave me clear guidance in regard to something I was quite foreign to. Warwick would continue working on his 36 between "instructions" and I would ask him for help when necessary. The boiler came together in about a week or so (worth of days). We did a hydro at the club on the President's Breakfast (June 2016) in the pouring rain and found some leaks so a reheat was necessary and the second test several weeks later was successful. At the same time as building the boiler I made a start on the saddle tank and bunker, working out in CAD essential sizes. The curved sections of the saddle were rolled at a local engineering firm for a hefty fee however it was well worth it as they were just about spot on and the assembly of the tank was streamlined by this outsourcing. I riveted and soldered the tank together and it was much easier than I had anticipated. This was a major component of the "26 class look".

Once the boiler was completed I then turned to the issue of the cladding. I purchased some thin stainless steel sheet from Edcon and was faced with the problem of shaping it. It just so happened that Jim Leishman had a set of suitable rolls which he lent me to do the job. With the cladding shaped I made some strapping out of stainless steel cable ties as innovated by Andrew Allison. The ones I purchased from Bunnings were in the electrical cabling section and 3/16" wide. I removed the tags at the ends, folded them and drilled them to accept my trusty M3 screws and bolts which were carefully

Saddle tank before soldering 14 May 2016



placed at the top of the boiler beneath the saddle tank so that no one could see them.

The day of the first steaming came very quickly following the boiler's completion. 15th July 2016 was the day of the engine's first steaming, the final Friday of the mid-year School Holidays. In the construction of the engine I failed to appreciate just how big the engine was and struggled to find a safe way of transporting it so Simon came to the rescue once again. At just before 9am Simon arrived at my place and we loaded the engine into a box that I made from form ply (Warwick Allison Patent) carefully placed in the back of Simon's station wagon. David Thomas arrived at the club shortly behind us at 9:15am. After unloading the engine at the elevated steaming bays I filled the boiler via the safety valve and saddle tank. The fire was lit and soon pressure started to build on the gauge. A few leaking unions were nipped up and at 75 psi one safety valve went. David attended to setting the valves and I checked the injectors. The right injector picked up straight away however the left was somewhat troublesome. Following this David suggested that I give the engine a run. The first lap was good until I fell off my S truck. A problem was found after several laps with the axle pump – the source of several woes. I took it off the engine and rushed home to fix it. On returning I discovered there was more to the story and several more trips home ensued. Later in the day Nick showed up and he and Simon both had a drive. My Dad also showed up later and took some photos. Saranne came down later and she was my first passenger! I dropped the fire at about 4:30pm. On getting the engine home I spent several hours taking the engine apart, including the boiler out to make some repairs and then put it all back together to try and run it the following day (3rd Saturday of the month). Things went well until the pump broke again and bent my motion plate. I then stripped it again and made a new motion plate 2.5 times the thickness and put proper staying in to support a brand new, improved axle pump. Various parts of the engine were painted during the "trial" stage of the engine.

Around this time Simon gave me a 2 start thread left handed thread suitable for my reverser which up until that stage was a heretical M5 stainless thread. Simon had made it and retold the story of the late Bill Richards and how Bill would make reversing threads for club members to a high standard which only he could produce! What a difference it made to being able to go from forward to reverse quickly! Following several more runs the fact that the reversing gear was backwards was starting to get

Silver soldering under way - 15 May 2016.





Boiler nearing completion 23 May 2016.

to me. Paul Brotchie and Peter Dunn both had ideas on how to remedy this. To my thinking at that time I was very hesitant about

pulling wheels off axles as this was part of their instruction. So after some dithering I decided that was what I was going to do. I stripped the engine down and removed the middle wheelset. I fired up the blowtorch and heated the wheel up. Andrew said it should just fall off, it didn't. So I supported it on my loco stand and with a brass dolly and hammer gently tapped the axle and with some more heat and several gentle taps it came off. I separated the eccentrics and made them so they could be individually set. Following this I reset the timing.

Another run or two and it was clear the valve timing was

ence being able to accurately set the eccentrics. I also made several improvements to the front end at this time and changed the springs. On steaming and running following this it was clear the beats were far improved and even in both directions. I could even notch up! The engine was smooth even when under load.

There are several items that need improvement – plumbing to injectors being the most notable and potentially harder

Test assembly and looking good—28 May 2016



So I pulled it apart again and methodically went through double checking measurements and valve lengths. I found that the left valve exhaust cavity needed lengthening and some shim also needed to be silver soldered on to make the overall valve longer. I then reset the timing finding dead centres with a set of dividers and this made a huge differ-

Superheaters using second hand V class elements! 2 July 2016



29 May 2016. An after dark after brazing clean up.

springs. It has been said to me several times that many things will break and be changed once the engine has been running for a year or so however the project has been well worth it. It's nice to hear people say it "actually looks like a 26". I have learnt many important lessons regarding locomotive construction, particularly the art of breaking seemingly insurmountable tasks down in to manageable portions and the importance of getting valve gear set up correctly. The assistance of members of SLSLS has been a particular factor in the completion of the engine, whether it simply advice, use of tools, borrowing of jigs and sourcing of information.

Second run!—23 July 2016





Above: Max Gay works Lionel's Tasmanian R class up the grade on the August running day. Max has finetuned this loco.
 Below: A spectacular display item on Small Gauge Day was Ray Lee's finished but unpainted magnificent 3281.



'Newsletter' is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.
 Track location is Anthony Rd, West Ryde adjacent to Betts St, behind West Ryde shops. 33° 48' 15.99" S; 151° 05' 12.78" E
Telephone: (02) 9874 8696. **Postal Address:** The Secretary, PO Box 124, West Ryde, NSW, 1685
Web Page Address: <http://www.slsls.asn.au>
 Public Running Day is the **THIRD** Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are \$1 each.
To ride on the trains, enclosed footwear must be worn.