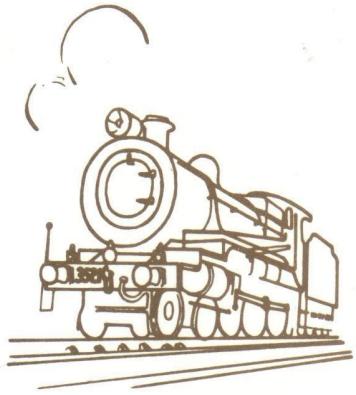


*Sydney Live Steam Locomotive Society*

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

# 'Newsletter'

Volume 44. No. 2.  
May 2016



The range of interests of SLSLS members is widening and this can be seen in the Gauge 1 expansion which so far has culminated in Andrew Allison's "Ellie" steam tram construction article in Australian Model Engineering. Here we see SLSLS Ellie builders (from right to left), number 1 by Andrew, number 2 by James Sanders, and number 3 by Simon Collier. On the right is the name inspiration, Andrew's wife, Eleanor Allison. They are seen here at an Anzac day run at the Cripple Creek Tramway. There is more on this in Nick Kane's article later in this newsletter.

## February Running Day.

We had a cloudy, humid day for our February public running day. While the clouds did look threatening at times we were lucky to have no rain at the grounds during the afternoon. There was a very heavy down pour at Seven Hills early evening, we had been fortunate. When the gardening group had finished the previous Saturday we had commented how good the grounds looked but acknowledged that the way the weather was there would be so much growth in the following week that it would look as if we had not done our job well. The growth was not

as extensive as it could have been. We were able to see that the weed killer was doing its job on the track edges. On my walk around the elevated track trimming the overhanging shrubs I found that the section between the eastern Griffith Bros sign and the signal box was overhanging more than it had ever been. It took a long time to clear what was needed and then dispose of the trimmings. Other setting up was attended to by Vic, Barry M, John and Arthur H, James and Steve B. David Lee was working on the train detection equipment, Mick and Warwick on some carriage repairs and Mark G was attending to



Now in the possession of Brian Kilgour, the 'Iron Duke' resplendent after overhaul displayed in the elevated loco.

signal and point mechanisms.

At morning tea we had some interesting items to admire. Ross B and Jim M had more traction engine parts on display, more gears and one of the wheels. The wheel had been set up with strain gauges to see the stress distribution as it rolls along under load. The print out graphs were interesting. Max has completed the Stones turbo generator for his 3½" C38 class showing some delicate work. James Sanders showed off the latest work completed on his Z26 class chassis. Crossheads and valve gear are now well in hand, not long before it is running on air. In the elevated loco Ray L displayed the boiler for his C32 class now with the smoke box nearing completion and the stainless steel lagging fitted and a great deal of added detail. It is very impressive work.

Running on the elevated today we had a new locomotive combination. Arthur had his 0-6-0 "Butch" tank engine coupled in front of John's 2-8-0 "Nigel Gresley" initially with four cars but later in the afternoon an additional car was added. Arthur and I had talked about this running plan on the previous Saturday considering that as this running day was not too busy it would be good

to give the little locomotive a go. We did not anticipate that we would have such a big crowd. Arthur had the little locomotive working very hard all afternoon, it certainly earned its keep. Paul Taffa steamed his 0-4-0 Hunslet and coupled up to two cars and ran very well. Brian K was guard and had a more comfortable ride once the van from Simon's train was coupled behind the two cars Paul was hauling. Bernie and myself acted as guard during the afternoon.

Nick was unable to attend this running day so Simon had his Blowfly, 0-4-0 to run a check on how the superheaters performed. Simon started with three cars, reducing the train to two cars after a short time. David J was guard. Shortly after the brake valve stuck on the Blowfly so that put an end to the day's running. The first car discarded

Andrew Allison and a recently revived A10 leads James Sanders on the V class on an inner main train.



John Tulloch and 5595 leads Les Thompson on a busman's holiday with the J class, departing loco on the February running day.



was added to the Hurst train and the remaining cars were returned to the carriage shed also added to the Hurst train at the end of the afternoon. The guards van from Simon's train was transferred to Paul's train.

In the elevated loco we had a 0-6-0 "Rob Roy" belonging to Rodger, a friend of Greg C. We also had the "Iron Duke" 4-4-2 formerly owned by the late George Farkas resplendent in its flash green colour scheme courtesy of new owner Brian, regulator troubles prevented a run. This problem has now been rectified so we should see it running again soon. Other staff at the elevated station were David T, David J, Jim M, Bernie and myself.

Running on the inner main we had Warwick's WAGR V1224 as train engine with Andrew and his QR A10 0-4-2 coupled in front as pilot engine. James S was driver on the V class and this combination was hauling the Pullman set. Late in the afternoon a screw worked loose on the A10's slide bar. This prevented the wheels rotating so Andrew shunted the locomotive into the siding and James and the V class continued till the end of the day. With the troublesome screw removed

Andrew was able to return the loco to the depot. Glenn Scott was guard on this train. The second inner train was hauled by Ross and "Toneya" the 0-6-2 Fowler running all afternoon. There was one incident when the locomotive uncoupled from the train and then later in the afternoon Ross needed to run into the siding to replenish the oil supply. This completed it was back to running for a few more laps with Tony E acting as guard. The inner main platform was manned by Ian Tomlinson, Geoff Hague and Carol Leggett. A good team.

On the outer main we saw a new ground level locomotive combination. With Graeme K and 4-6-2 2401 as train engine Garry B had his C36 class 4-6-0 running pilot. This was Garry's first running day on the ground level with either of his locomotives. These two locomotives ran well till near the end of the day when the C36 blew a gauge glass. Bernie and Ray were guards on this train during this afternoon. The second outer train was a little late starting but it was an interesting combination with John Tulloch and D5595 2-8-0 leading the J class 2-8-0 driven by visitor, Les Thompson. They ran their train at a nice speed as suited the small driving wheels with Greg C as guard. On the outer station we had Brad Wilkinson and Peter D. Other members in attendance were Wayne and Janette who have supplied some bits for Ray's P class smokebox.

In the signal box Barry Millner, Mark Gibbons and Martin Dewhurst controlled the proceedings for the afternoon and Steve Border was Track Superintendent. Things were busy and Steve was always doing something, but generally the day ran well.

Mick was on the gate and was assisted by David T, Ruth T and Gai McCoy. It was certainly busy down there and the extra help was greatly appreciated. As it was our visitors were queued over the bridge well after 2.00pm. Peter W was assisted by Margo on the tickets while in the kiosk we had Liz, Di, Joy, Lee, Margo, Gai and Ruth providing a great service. Liz tells me the ice creams were all but sold out.

Visiting from Victoria were Les and Ruth Thompson and Nigel Woolley from the Newcastle region.

Everyone thought today was a massive effort and the ride total was 3147. This is some 800 rides above our previous best for February, and 1470 more than a February average. No wonder it was busy! The previous high was 2337 in 2008. As well, last month was also 1000 rides above average, meaning that for the first 2 months of this calendar year we are nearly double the average for this time.

### **March Running Day.**

It was a great relief that our first autumn running day for the year came with some typical autumn weather. It was cool, cloudy with a nice breeze. Such a contrast to the weather we had been experiencing with the heat and the humidity staying around longer than usual. There were eight party groups pre-booked for the day and they were setting up in the late morning bringing in all manner of things to give their party areas all the comforts of home. Preparing the grounds early in the



**Simon Collier driving Nick's Blowfly with David J as guard on the elevated in February.**

day were Vic, Barry M, John and Arthur, Graeme K Martin D and John L.

A special event today was the thirtieth anniversary of Ray Lee's C3803 entering service. This is five years longer than the full size C3803 saw in service and Ray's locomotive should operate for many years to come. Full size C3803 entered service in September 1943, was withdrawn in February 1968, condemned in March 1968 and sold for scrap in April 1968. Ray's locomotive has performed very well over all those years and the model is a fine testament to Ray's skills as a miniature locomotive designer and builder. There was a good turnout of Ray's family to celebrate the event even with a special cake! The locomotive was also fitted with a suitable head board.

It was strange that despite the crowd it seemed to take people a long while to venture over the ground level station foot bridge and populate the area between the elevated station and the ground level loco depot.

After morning tea Andrew A ran a boiler hydro test on

**Bernie and the Blowfly leading Graeme Kirkby and 2401 on the outer main in March.**





Nick and Blowfly lead Simon and Simplex leading Garry on 'Impala', making a triple header for this\ March elevated train.

teresting combination of locomotives and drivers. In the lead we had Zac's B10 2-6-0 driven by Evan Lister, coupled to John H's 2-8-0 "Nigel Gresley" with Zac at the regulator and train engine was the heritage Mikado controlled by Arthur. Six cars and a van made up this consist and David J was guard for the afternoon. The station was attended to by Paul T and myself, I also did some guard duty late in the day. Before running started David J had a few laps driving the Mikado 2-8-2. Paul had the Hunslet on the grounds but it stayed on its trailer for the afternoon.

David T's SA 620 class boiler. It was passed sound and has many features not often seen, palm stays, combustion chamber, a backhead doubling plate and an interesting regulator arrangement.

A special day for Nick on the elevated today. He had celebrated his 18<sup>th</sup> birthday earlier this month and was now able to drive on a public running day, something he has looked forward to since his "Blowfly" was completed. Before lunch Nick, with Simons help, was making sure the clacks were leak proof. When running started we had a triple header with Garry's 4-6-0 "Impala" B1 running train engine coupled to five cars and a guards van. Simon and his "Simplex" was in front of the B1 and Nick and his Blowfly "Hart" led the way. All ran well till about 60 degrees around the top curve Simon's front coupling pulled out and briefly Nick was away. We later found all the components of the coupling assembly, the nut had come off. Nick ran into the loop and then coupled to the rear of the train and worked the rest of the afternoon as attached bank engine. David Z was guard for this train. The second elevated train was an in-

On the ground first out was WAGR V1224 driven by Andrew on the inner main. Guard was Greg Croudace and this ran well all afternoon. The other train was the Wolgan Valley Shay initially handled by Mick and then by

Scott. Guard was Graham Tindale. Later Paul B relieved Graham as guard. This loco is master of the task and makes a very different growling sound as it powers along. Inner main station master was Geoff H. He had some help from Neal B for a short time. This train suffered a broken bogie bolster on a carriage, an unusual failure and the only major event of the afternoon.

On the outer we had C3803 celebrating its 30th birthday with Ray at the regulator. Ray's daughter Julie made a suitable headboard which looked very flash. Ray ran C3803 alone for a while and Tony Eyre then relieved him as driver. Later John T and 2-8-0 2904 joined him and they ran double headed for the rest of the day. The other train

was Graeme K and 2401 which was led by Bernie and the Blowfly. This train ran well all afternoon. It was great to see the mighty Blowfly on the ground! Guards for these train varied but included John H, David T, Max G,



More March running day scenes with Scott Murray on the Shay and Tony Eyre on 3803.



**Duty Roster.**

June.	J. Hurst, R.Bishop, J.Leishman, J.Lyons, D.Mulholland, J.Mulholland, G.Olsen, M.Yule. E.Lister.
July.	A.Hurst, T.Eyre, M.Lee, R.Lee, P.Wagner, P.Taffa, J.Tulloch, Z.Lee, M.Dewhurst, N.Kane.
August.	M.Murray, A.Allison, M.Gibbons, W.Fletcher, G.Kirkby, B.Muston, J.Noller, P.Sayers, I.Tomlinson, G.Scott.
September.	W.Allison, N.Amy, S.Collier, G.Butel, B.Millner, S.Murray, V.Scicluna, G.Tindale, P.Brotchie, J.Sanders.

**Gate Roster.** June. Bernie Courtenay. July. Greg Croudace. August. Martin Dewhurst. September. Tony Eyre

Tony E and Ray L. The station was manned by Lionel P and Max Gay. Passengers were quite enthusiastic about the new Muston Monster which overlooked running from the hill.

We finished running about 5pm, but some people were slow to leave, such was the lovely weather conditions. A big thank you to all who came along and helped today. All locos performed very well and this helped the smooth operation of the day. The queues for the rides were long and overlapping for the outer ground level and the elevated.

Tickets were sold by Peter W and Margo while the gate was capably handled by Martin Y and Paul B. Certainly not as frantic as last month, but a constant and significant day none the less. Signalling was done by Warwick, Barry M and Martin D. Martin had repaired the inner main telephone during the morning, but things ran so smoothly I don't think anyone made a call! Thanks to Melissa who took tea orders for members as they fulfilled their roles, thanks Melissa! Track Superintendent was initially David T until Scott relieved Mick who then took over for the rest of the afternoon.

In the kiosk we had Liz, Di, Joy, Margo and Lee and they were kept busy all afternoon. Just as well Liz filled the freezer with ice creams. By the end of the day we did 3150 rides which was just under last month but it felt a lot easier to achieve. This is 50% above a usual March running day. Staggeringly this totals at 8424 rides for the 3 months this year with the previous largest total of 5892 achieved last year.

**April Running Day.**

We enjoyed great weather for our mid autumn running day. Setting up was under way early with Arthur opening up at about 8.00am. Others helping were Vic, Barry M, John H, James, Graeme K and Gai and myself. Clearing the track of leaves is a task Graeme often tends to and I found that there was not as much vegetation to clear around the perimeter of the elevated track. At lunch time member Brian Carter put on his AME editor's cap and presented James Sanders with the AME Under 25's award for his gauge 1 "Eric" locomotive. James collected his prize certificate for a welding table from Hare & Forbes. James showed off some more components for his Z26 class and I had my recently machined smokebox door for my Avonside tank locomotive.

We had a good line up of locomotives for the elevated



Its April and John Hurst and the 4-8-2 is in the outer station while the queues for the elevated and outer main stations have merged. Patrons still stream down the bridge!

**Diary****Diary Dates.**

June 4 <sup>th</sup>	President's Breakfast.
June 7 <sup>th</sup>	Annual General Meeting.
June 18 <sup>th</sup>	Public running day.
July 5 <sup>th</sup>	Director's meeting.
July 16 <sup>th</sup>	Public running day.
August 2 <sup>nd</sup>	Member's meeting.
August 20 <sup>th</sup>	Public running day & Next Newsletter.

September 11 <sup>th</sup>	Sunday Family Day.
November 5 <sup>th</sup> & 6 <sup>th</sup>	Small gauge week end.
December 3 <sup>rd</sup>	Christmas party.

(Note Family day was October but has changed to September to go mid way between our other events in June and December and space it from the Small Gauge Weekend.)

Brian and Sue Carter dates:

June 14
July 12
August 23
September 6
November 1 & 29

Please advise Simon and Brian if you intend to visit. BYO char, coal and food.

**Please see AME for other events.**



The busy April running day is captured here with Ray Lee and the A2 in the outer station and Andrew and V1224 on the inner main.

service. Max ran his 3½" C38 class on one car till mid afternoon. Zac ran his B10 2-6-0 with Arthur and the 2-8-2 Mi-kado hauling three cars and a guard's van. James S was the driver of the 2-8-2. John L was guard on this train till David T relieved me so we could have our afternoon tea. David T was re-acquainted with the B10 for a few laps. Brian Carter had his 0-4-0 "Perseverance" as train engine on a six car train. Nick and his Blowfly coupled in front of Brian's loco and Simon and the "Simplex" was pilot locomotive. David J was guard on this train and it ran well all afternoon. As well

Apart from one minor derailment this train ran well all afternoon. The inner station was manned by Ian T, and later in the day by Paul B and Jo-Anne.

The outer main had Ray and the VR 4-6-0 A2 leading Graeme K and 2401 on the Central West set. Greg C was guard. This train ran well all afternoon. The other train was Treasurer John H with the 4-8-2 Mountain class hauling the blue set and Neal Bates as guard. This train had a minor derailment that held up the show for a little while, in conjunction with a point problem to which Warwick attended. The station was attended by Martin Y, Neal and Max.

Track Super was David Lee who also attended to some minor signalling issues on the day. The signal box was crewed by Barry M and Warwick with some assistance from Steve B and briefly Andrew. Late in the day Warwick went off driving and fixing things. Garry Buttel was on the gate and I think he enjoyed the time, there were plenty of people! Alan Mac assisted for the initial rush.

In the kiosk we had Gai, Liz, Di, Sue, Margo and Joy while Peter W sold the many tickets used on the day. The total rides sold were 3452 which is about double an April average and the second highest figure Warwick has ever recorded! It is also the first time we exceeded 10000 rides in our first 4 months, and so far this year is our best ever by over 3000 rides! Warwick asked Tony Eyre to count the number of people in the grounds at about 2.30 to 2.45, and his estimate was 700-800, an interesting statistic.

April saw Simon and Simplex leading Nick and Blowfly and Brian and Perseverance on a long elevated train. David Judex is guard.



If you are not aware Evan maintains our Facebook page and updates it occasionally and before a running day. One of our visitors was very impressed by the Shay and its vertical cylinders and noted this on the page. If you have not seen it, here it is: <https://www.facebook.com/Sydney-Live-Steam-Locomotive-Society-150475931661460/>

## Members Day

Today was Member's Day, the weather was great even a bit on the warm side. A few members took the opportunity to have a run and enjoy a great lunch.

In loco we had Glenn Scott with C3830, Graeme Kirkby with D5035, Brian Muston with the Planet and Sydney Steam tram, and Ross Bishop and Toneya.

Arthur had arrived early and ran the mower over the grounds so the place looked great. We are fortunate to have someone who thinks ahead!

In the clubhouse John Hurst had set up a device to demonstrate the effect of spring compensation for the proposed lift bridge, and he demonstrated it at morning tea.

Simon had a tool grinding jig he has made. This is a lovely piece of work capable of grinding end mills etc..

James had the first parts of a steam pump and spent some time pouring over the drawings. Ray Lee was there to add



Glenn Scott and 3830 shares a parallel moment with Ray Lee and 3803 on the members day.

Its those 38s again and James Sanders on the footplate.



## Editorial

In June the Annual General Meeting will be held once again. Come along and hear of the progress we have made over the past year and have your say in directing the Societies direction for the next year and into the future. The progress that we make depends on the input of all members from planning to actually getting the job done. Everyone can make a contribution from the dead boring repetition of ground maintenance to the exciting major projects that enhance our facilities. Every little bit helps. With our model engineering projects we see progress being made on various models and can all be inspired by simply observing what is being done and learning how the processes are carried out.

John Lyons



**Mick and Harrison with Brian Muston's tram and Planet on the members day.**

After some training runs on how to use the reverser to slow the loco Glenn ran for some hours. He had a large family group present so rides were the order of the day. Glenn was last to leave the track and pack up!

Before leaving Peter D and Warwick put some primer onto the coal bin which we de-rusted last week, and then another coat of Indian Red onto the 4 new end boards which will hopefully be ready to fit next Saturday.

### Newcastle Convention 2017

Registration forms have been released for the convention in Newcastle next year. You will have to register to attend and the arrangements are a bit different (and perhaps simpler) than usual. There is no catering, but shops are close. Details are available on the LMLSLS website.

## Works Reports

### Grounds.

Peter Wagner has been cataloguing new library acquisitions and sorting the new cupboards.

Paul B is attending to repairs on the mulcher, while he also attended to a tree branch that is pushing the fence over behind the signal box.

Simon has been pruning the roses while David T continues to vanish into the bushes down the grounds. The entrance is well greened and provides a pleasant path way to the foot bridge for our visitors.

Andrew did some wire brushing and applied rust converter to the steel beam at the shed after which Warwick continued and then applied some grey primer. It looks much better.

Nick and David removed some old timber from along the fence behind the shed pending some work to fix up this area.

Ian T attended to a lawnmower that did not stop and this was fixed by some judicious bending of contacts and John Hurst has attended to the whipper snippers. These need constant looking after!

Andrew drilled out some damaged pop rivets and reattached an aluminium casting end on one of the bench seats.

Sheila and Martin are looking after the greenery around the clubhouse and this looks good.

Nick, David J and Warwick dug out some loose grout and replaced it with silicon sealer on the entry bridge. This technique seems to be working.



**Below Left: David Thomas, David Judex and Brad Wilkinson prune and mulch the entrance below Right: Its Brad again this time painting the new elevated end boards. Above right, the new air filter in the compressor room.**





Lionel did some char shovelling to make sure our coal bins are filled!

Mick supplied and Neal fitted the hoses to connect up the air filter provided by Matt Lee into our air lines. Neal has investigated and the leaks have been isolated to the elevated loco for further attention.

Mick did some more investigation of air leaks and blew out some more water at the elevated. A few of the fittings have been fitted with new Ryco fittings being sourced by Mick. However it appears there is a leak in the air plumbing somewhere.

### Elevated Railway

John L has painted the 3½ inch gauge small gauge day track inserts and then has made some brackets to hang the track on in the shed and these were installed. They are now out of the way of tripping people and will last us a long time. He has also scraped down the plate holding up the middle of the ground frame. He has applied some rust converter and will soon give it a coat of paint. John also regularly cleans out the elevated station guttering, a job he does routinely.

After James gave it a first coat, Simon has continued to paint the white box which used to be the green box and is now destined to replace the plastic box which is mounted on No. 7 signal. It has a new stainless steel bottom too.

Martin did some more measuring for its eventual placement on the signal.

The three damaged end boards on the elevated cars have been provided with new end boards by James and these have had the edges smoothed and the boards sanded before another coat of paint was applied. Brad, Andrew, James, Nick and David J have attended to this. With rain threatening the cars were moved on the track to the station and they were able to complete the work under cover. Neal and Brad worked on the elevated coal bin and it was

**Left: Neal Bates at work repairing the elevated coal bin.**

**Below: John Lyons restoring the rusty centre plate on the ground frame.**



reduced in height to permit access to the floor. It has now been fitted with a new stainless plate in the bottom and with some side panels that have been siliconed into place to prevent the coal bearing on corroded steelwork. It is now back in service. Thanks to Neal who installed the new plate and welded on the additional new handle. It will be now easier to fill with char.

Warwick had a good look at all the elevated red cars, taking some critical dimensions and determining that of the 8 cars, there were 4 different types. 5 cars needed work on

**Left: Mick Murray attending to elevated carriage bogie maintenance. Right: Some of the painters at work on the spare track panels.**





**Left Top:** John and Simon applying lots of paint.

**Left Below:** Your President also applying paint! Nick is practising supervision.

**Right:** Because its raining the carriage work is done under the shelter of the elevated station!



the bogie attachments. On one a longer bogie pin was installed while others some washers were removed to permit greater lift before derailing. Three more cars were given new bogie bolts, as tightening the bolts locked the bogie. Some had 1/2" pins and some 3/8" some we don't have interchangeability of bogies on these cars. Some of the bogies with the smaller pins have been counter-bored while 2 others had been fitted with a sleeve. The sleeves were altered to provide the same functionality as the counterbore. This information will be used to create a standard arrangement in conjunction with a more effective anti tip rail. Some CAD work is needed! Thus with the blue cars we have 5 different types of cars on the elevated over 12 cars.

A retaining wall beam had been dislodged some time ago at the lower end of the grounds. Andrew, James, Nick and David J were the crew. We discovered the Ants' Grand Hilton was in place and probably caused the problem in the first place. The ants were treated (both bull ants and black ants) and then the beam was restored to its correct position. Some dirt from under the entry bridge was used to make it secure.

### Ground Level Railway.

Martin D attended to replacing a broken red signal glass. Mark G and Vic assisted Warwick in trying out some LED lamps in the ground level signals. We have fitted 2 lights to the red lamps in 4 and 9 signals. We have also tried some in the guard's indicators, but these lamp cases are smaller and the globes are arranged differently, so they didn't fit. More work is needed to alter these.

James and Andrew and Nick started on the signal box door but we think James did most of it! The water damaged lower part of the door has been sanded back and a plywood cover plate glued and nailed on. Everything was

primed and after lunch a coat of Light Stone was applied to the whole door. The doorstep has a coat of mission brown and it looks much better.

Nick and David J started work on applying some timber paint to the Hawkesbury Bridge deck. Soon everyone was down there assisting physically or verbally! We had Nick, David J, James, Brad, and possibly others! This paint dries quickly and it certainly soaked in. A couple of coats were given and they emptied the pail!

Mick has installed new wheelsets in replacing some with worn flanges. He has started a register of bogies to track the wheels and repairs and where they are located and bogies are identified. If you swap a bogie or do a repair, please let Mick know. Mick is investigating the wear to determine the potential for returning the old wheel sets. It is envisaged that if we proceed with this we will have to pack up the bolster bearings to maintain the carriage height above the rails.

Some attention has been given to the Central West set. All ground level loco end cars are fitted with a filter to assist in preventing water being drawn into the brake cylinders. (Drivers need

**Mark and Vic investigate the guards indicator pending LED conversion.**



he cleaned out the signal box interior with Nick vacuuming the window sills. On Mick's suggestion we used the high pressure water blaster and David J wielded it at the outsides. We did discover however that some elbow grease was also needed! The floor was washed by Nick and the windows were cleaned by David. It does look sparkling now! We then took the water blaster to the ticket office where the outside was given a good clean and it too sparkles!

Mick was busy converting the CCTV transmitter on the signal gantry, from solar battery power to the signal power supply, as the batteries had died. Brad assisted Mick.

The painting of our spare track is now complete. John L started this process on the 2<sup>nd</sup> January and it was completed on the 2<sup>nd</sup> April with the last of the track panels stacked back under the foot bridge at the inner station. So many members were involved in this project, it was a great team effort.

David Lee and Peter Wagner attended to installing conduit and cables from the track section to the PLC box. This installation is getting closer to working! Extensive testing has been carried out.

Warwick cut and installed an additional spacing gasket for No.6 point motor cover. This had been delayed due to a lack of a suitable material but when at the Model Engineering exhibition in London he spied a plastic cutting board for just GBP2 which was just the trick! Thus an imported solution!

James, Andrew, David J and Warwick tracked down some bogie problems evident on the inner main. A few carriages were turned on the Pullman set and one car was turned on the green set to present the thicker flanges to the prevailing curve. They were also reordered to be in numerical order. This necessitated moving the water trap on

the end of each train to the new end car which

Andrew did. One bogie was changed due to a missing brake rod. For the outer the blue set was inspected and turned and reordered as well. Some missing car numbers were painted on.

### Loco & Rolling Stock News.

David T did a hydrostatic test on Warwick's Tich boiler which is having a quick refurbish-



The show of work on display at morning tea.

ment. This will be our smallest loco once back in steam! James' Gwen chassis and boiler has also been given a hydrostatic test. It is a dainty piece of work and is being progressed alongside his Z26 class for which we saw the regulator and dome assembly, as well as all the boiler components, made over 4 days. The radial truck and cab have also been seen. Some of his boiler bushes went missing. They were found by the Treasurer in the Ticket Office takings! On the last Saturday in February James reached a land mark moment when the Z26 chassis ran on air for the first time. All was set up in the elevated loco with James waiting patiently for Warwick to arrive with some air fittings. With the connections made and the air valve opened the chassis came to life covering all in close proximity in a shower of oil. It ran well in both directions, well done James.

David J had a HO scale NSWGR goods shed which he is making, and we recognised it straight away! Andrew spent some time helping David J make some Ellie coupling rods for his own Ellie. By the end of the day the rods were ready!

Ray has had his P class on display on a number of occasions with a lot of nice detail now being added. It attracted a crowd of admiring advisers as some of the Lee Special features were explained.

David Thomas' 620 class smokebox top has created some interest and had the boiler backhead for Andrew to look at. It subsequently passed its hydrostatic test and is an impressive piece of work. This is a complex piece now it has the rectangular regulator bush attached. Warwick had some etched builders plates for his 36. Andrew did a review on Neil Mackellar's Black 5 boiler design drawings. Brad had his cast aluminium bogie for a 422 class diesel, the AME project loco serialised in AME some years back. It had one axle box, so only 11 to go. Brad found a supplier for the type of motors he wants for it, but unfortunately, he has to buy 10,000 minimum. Also on the tea table were the rear hubs for the Bishop/Mulholland Fowler ploughing engines. These have been machined ready to accept spokes. Getting the rear wheels assembled will be a huge milestone in this impressive build.

Simon had his Ellie chassis running on steam. It ran very sweetly and had a lovely tiny safety valve that just pops and shuts down very nicely indeed.



David Thomas' 620 class boiler.



Ray Lee's P Class is steadily taking shape and looking very good.

We have seen progress on Andrew's 1 gauge 'Jack' a very appealing little loco. This is being set up for coal burning. As this Newsletter is in preparation "Jack" has had its first run. Simon ran Nick's Blowfly to test further the brake valve. While initially OK, binding was again evident and some more work is needed!

## Members News

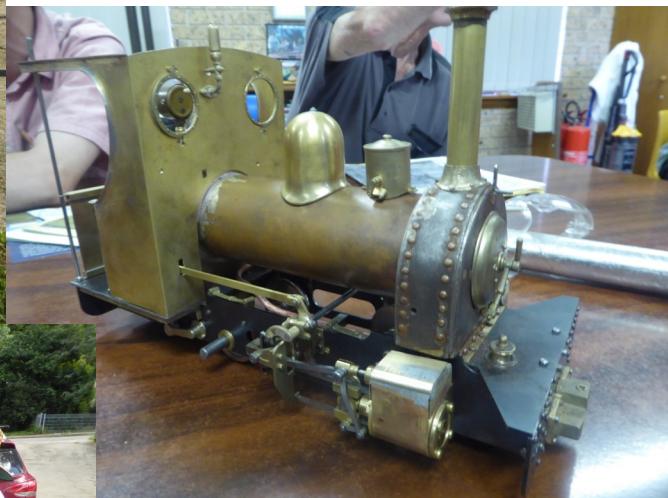
Congratulations to David Thomas who is now AMBSC Secretary. We have accepted the application for membership from Nigel Woolley. Nigel lives up north so won't be here every Saturday, but when you see him, make him welcome. Welcome Nigel! On a sad note Vic Scicluna's wife, Mary, passed away recently, our thoughts were with you Vic.

## 2016 Convention

A number of members made their way south to Cobden Victoria for the recent AALS convention, hosted by the South West Model Engineers. This is a small group that has done a great job in getting their grounds ready for the onslaught of some 120 locomotives. Andrew, Warwick and Wendy Allison attended with the 3½ inch gauge B2 and 5 inch gauge A10. Brian and Sue Carter attended with their tram, and Peter Sayers has his battery loco. David and Mandy Thomas also attended, and David was confirmed as AMBSC Secretary, while Warwick has stepped down as Safety Committee Chairman after some 7 years. Warwick has also relinquished the role of AALS webmaster, after some 16 years. James won the AME U25 award and Andrew the QSMEE award for his A10. The elevated track was well used and despite not being pristine, there were no derailments and some spirited running was possible.



Left: Andrews' 1 gauge Jack tested on steam from his Ellie tram. Below Bottom: James' 26 class chassis running on air, and with smokebox and cab. Just Below: James' 1 gauge Gwen.



## Machining Smokebox Doors.

Ray Lee and John Lyons.

Ray suggested a short time ago that it would be useful for our newer members to describe this method of machining the front surface of these doors. It is the same method related to me many years ago by the late Barry Tulloch.

### Ray's method.

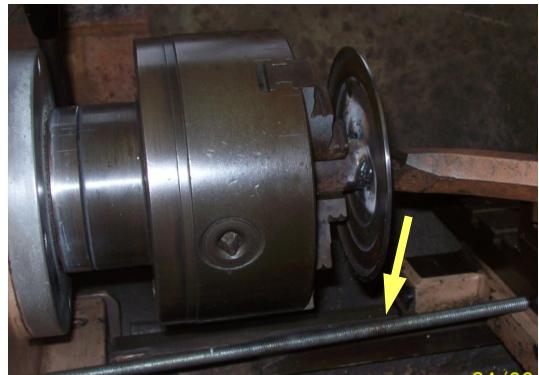
The smokebox door radius for a C32 class and probably a D50 class as well is 11' and 7/16" radius (very British). This scales down to 12.416". This presents a problem, it can be machined by eye, or, more accurately on the lathe as follows.

A good centre punch dot is required on the headstock under the chuck. Another centre punch dot is made mid way on the cross slide. A radius bar 12.416" long is made with very long points on each end and is fitted between the two dots. A strong spring is compressed between the tail stock and the carriage (see photo). I start by roughly hollowing out a disc of 12mm plate mainly to reduce the weight then tack weld a 25mm diameter spigot in the centre of this area to give you something to hold in the chuck. A long tool is required to reach from the tool post to the job face. When winding the cross slide in and out the carriage moves up and down the bed following the radius bar.

### Lyons method.

My scrap collection did not have a spring large enough to do the job as described by Ray. As you can see from my photo I was able to utilise a clamping block on the lathe bed beside the headstock and the corresponding point on the cross slide towards the end near the handle. Whichever method you use it is essential that the radius bar is parallel to the lathe axis in both the horizontal and vertical planes when the cutting tool is at the door centre if you want the accurate scale radius. With my method and the choice of locomotives I have not needed to use a long tool holder. The last door made was for an Avonside tank locomotive and the radius was 5'2 7/8" giving a scale length of 5.894" for the radius. Without the spring it was necessary to apply pressure on the carriage hand wheel to keep the radius bar in place while the cross slide is wound in and out. I prepared the back of the door blank in a similar way to Ray but my method required a step to allow the chuck jaws to open outward and grip the door plate. Start machining on the rim of the door using a sharp round nose cutting tool. The disadvantage of my method is that you cannot have a continuous cross slide feed only having one hand available but this is not a problem if your lathe has power cross feed.

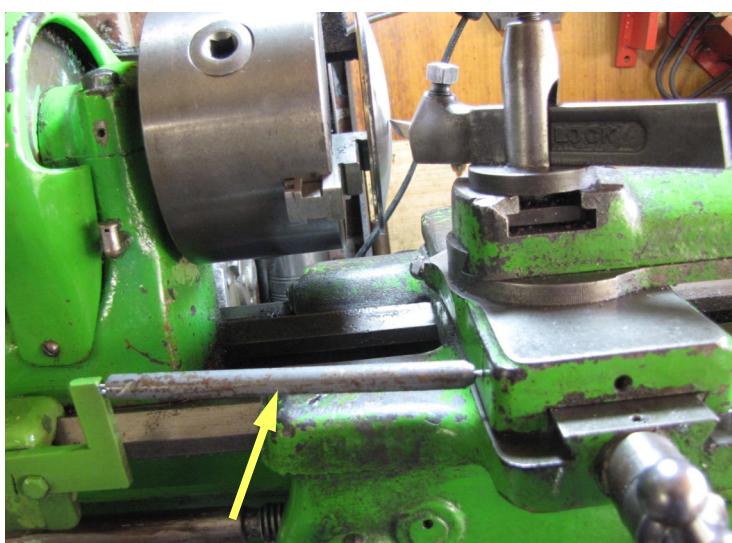
Ray and I hope this will be of use to our members. I have used this method as well for buffer faces!



Above: Rays method using the radius bar and large spring. The radius bar is arrowed.

Below Left: The Lyons method showing the location of the radius bar for the Southbend lathe.

Below Right: A door blank machined at the back showing the recessed step and a finished front surface.



# A Day at Cripple Creek

By Nick Kane

Most club members would be aware that Warwick Allison has recently completed his own gauge 1 garden railway. Up to now, several very enjoyable run days at "Cripple Creek" have been held, involving the attendance of numerous SLSLS members and others who are involved or have an interest in the gauge 1 fraternity.

One such recent run day was that held on Anzac Day, April 25th, when Simon Collier, David Judex and myself made our way up to Warwick's home and the location for his excellent railway. Several others were also in attendance, including Andrew Allison, James Sanders, John Martin of Rails in the Garden, Stuart Kean and Dennis Coomer.

The gauge 1 line, which moulds in beautifully with the landscape of Warwick's lower garden, is unsurprisingly of excellent construction. Set among a backdrop of shady trees and garden shrubs, it possesses all the character and charm that is often attributed to many full size narrow gauge railways. While the railway, understandably, represents no real place in particular, the scale station buildings and infrastructure, to my mind, give it a distinct Victorian Railways 2'6" gauge feel.

A variety of gauge 1 locomotives were brought along by several people, all of which are worthy of special mention. Warwick and Andrew Allison had their two Accucraft / Argyle Loco Works Victorian Railways NA class. The level of detail in these engines is rather amazing and they capture the attractive lines of the prototype very well. To supplement this, the Allisons also had their two Glyn Valley steam trams, in addition to their "Ellie" steam tram, this oscillating cylinder design by Andrew currently being serialised in AME. It is also important to note that they had all of their Victorian narrow gauge rolling-stock out for use, much of which has been beautifully scratch built by Andrew himself. James Sanders brought along most of his large collection of gauge 1 locomotives, namely his two Brian Wilson designed 0-4-0 "Eric" locomotives (one the slip eccentric and the other the walschaerts valve gear version), his "Ellie" tram and his Glyn Valley tram (also to Andrew Allison's design). All of these



Plenty of people all having fun! Above is Anzac Day, below 4 April.



engines have been scratch built by James. In addition to this, he also brought his commercial Accucraft Ruby 0-4-0. Simon Collier provided both his commercial Roundhouse "Lady Anne" 0-6-0 and his recently completed scratch built "Ellie" tram. From John Martin came a beautifully painted and lined out Roundhouse "Katie" 0-4-0 saddle tank, along with a rake of scale wagons that certainly looked at treat. John also had on display a part built gauge 1 model of the pioneer Tasmanian K class Garratt, that he is building. This will no doubt be

a very impressive engine when complete. Dennis Coomer provided the only standard gauge prototype to be seen on the day, this being his stunning Bowande BR Standard Class 4MT 2-6-4 tank. To supplement this, Dennis also had a number of 4 wheel mineral wagons, which indeed looked the part behind this quintessential example of a British tank engine. Warwick noted that this was the first model of a standard gauge locomotive to run on his railway.

During mid morning an opportunity was taken to photograph all three "Ellie" steam trams together, this being the first time that they had all been in the same place at the same time. Following this, the three engines were coupled up to a very sizeable train con-



Left: Dennis Coomer's Bowande 4MT on a rather non British trestle.

sisting of 24 coaches and wagons, most of which were of the VR bogie type, plus John's K class chassis. Regulators were opened and the three trams promptly moved off with their load. However, not long after setting off, disaster struck and the leading tram, built by Simon, derailed and tipped on to its side. As I'm sure is usual with gauge 1 derailments, the whole fiasco was taken rather light heartedly, with Simon's engine being uncoupled and taken back to the steaming bays



**Above:** James Sander's Eric on a short train galloping through the country side.

**Scott Murray's Fowler on a light load. That trestle appears in many pictures!**



where minor repairs were carried out. The engine was soon ready to be steamed up again and, after Simon's unintentional reproduction of the film *Towering Inferno*, it was soon back on the mainline running around in the delightful fashion which is a pleasant characteristic of these trams. Meanwhile, the other two Ellies continued with the long mixed train. I, and I'm sure many others, were amazed to see that the two trams handled the load of 24 cars without any trouble, seemingly making easy work out of the whole consist. After James' Ellie ran out of steam, an attempt was made to see if the prototype of this design, built by Andrew, could handle the load unassisted. To the astonishment of many, including myself, it could!

Simon's "Lady Anne" was also given this heavy load trial. It managed to pull the whole train without much fuss, although it was noted

that the driving wheels were spinning rather faster than is usual for the speed at which it was travelling.

A mouth watering lunch, consisting of barbecued sausages and bacon, was served by Warwick, and this was consumed with much gusto by all in attendance. It is also important to note that tea and coffee was provided throughout the day, along with some very nice cakes. I believe Warwick's wife Wendy helped to provide much of this food.

Following lunch, more locomotives were run around the track, in a variety of combinations. In fact, throughout the whole day, there were very few times in which nothing was running on the system. While Simon, David and I left around 3:00pm, several others stayed to witness single line staff working with two pure Victorian Railways narrow gauge goods trains, hauled by the twin NAs.

All in all, it was marvelous day that I'm sure was enjoyed by all who attended.

As can hopefully be appreciated from the tone of this article, a day at Warwick's gauge 1 garden railway is a really quite delightful experience. As would be expected, the hospitality is excellent, with Warwick and Wendy providing a very warm and welcoming reception, which adds a great deal to the relaxing and somewhat therapeutic nature of the event. I would like to express my greatest thanks to our president Warwick for the numerous invitations to Cripple Creek, which have proven to be so very enjoyable each time.

**Right:** The Cripple Creek yard is always a busy place! Here we see Brian Carter's and Mick Murray's pair of Forneys as well as other locos all in pairs, visiting earlier in April.





**Above:** True single line operation is a feature at Cripple Creek when radio controlled locos are used. Here a cross of 6A and 8A occurs. All the carriages are VR prototype made by Andrew Allison, the passenger car from a plywood kit while the open wagons are cast in bulk! **Below:** A busy scene complete with flowers as the February running day gets underway.



**'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.**