



# Expansion Link

Official Newsletter of  
The Evandale Light Railway & Steam Society Inc

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## Two Tracks in Two days

happened On November 7<sup>th</sup> and 8<sup>th</sup> again in 2009 and was a great success. At last count there were something like 15 different locomotives made up of 7 steamers and 8 Diesel and or electric.

The event started on Saturday at Evandale with representation from Hobart, South Australia, Ulverstone and Tullamarine.



The weather was kind and the B-B-Q lunch enjoyed by everyone.

The day started at about 9.30am with approximately 40 people in attendance. It was to be another hot day (weather wise) therefore their new station building was well utilised for protection from the hot sun and the chance to talk and catch up with everything that has been happening. Weeks before it was used to shelter from the rain.

Lake Ponsonby was filled with water – a first for quite a long time.

## Locos

NWMES –

Mile Ponsonby- 7 ¼” steam loco

Club Loco 1200 class EBR

Jock McLaughlin -PNT D Class in 7 ¼” G

HMSLS-

Derek Sandle-Stevenson’s Rocket 5”G and Marie “E” 5” G which he ran on the ground level track with 2 passengers

ELRSS-

Peter Lawson- “Jaffa” 7 ¼” petrol/electric

Ken Johnson- 7 ¼” petrol/electric

Peter Crowder- TGR, Z Class & 7 ¼” Shunter

This is proving to be a very popular event both within Tasmania and, increasingly, on the mainland.



**Northern Rail Expo** proved a great success once again and ELRSS was well represented



with an extensive club stand a couple of individual member stand also. The Club stand had a range of projects on display including traction engines, steamers, workshop tools and one small, but very interesting, electric layout



Frank Richards “Minnie”



Arch Robinson’s “Virginia”

# Under Construction

“Virginia”



Work has commenced on the tender and the first part tackled was the bogies. To date the wheels, bearings and brakes have been completed and the suspension is next. The equalizer beams have been made after a lot of work with files and the springs are next. The brass for the tank was purchased from Melbourne and the frame steel is ready to go as well. The original Baldwin 4 4 0's often had timber buffer beams and tender floor so this might be an option.



The brake shoes are made of aluminium, turned as a ring and the cut into segments, fortunately they don't have to actually stop anything other than when at rest. Next job is the springs, the material is available but experience with the locomotive springs suggests there are better techniques for manufacture and heat treatment, we'll see

# Morven Park

Most will know that work is underway in planning the move to Morven Park. Robert Vaughn has done a lot of work measuring the existing track to see how best to fit it to the new layout. Robert estimates that to make the move quickly and smoothly will require 6 workers every weekend for 6 weeks, could be a real challenge.

The engine shed has been ordered and work is underway. Selecting the correct “Heritage” colours seemed to be a bigger issue than expected but Graeme Reardon managed to work through the minefield with great tact and diplomacy.

# Stormy Weather

Not the Lena Horne kind but the really windy kind played havoc with a tree or 2 at the track in 2009 and the shot below, courtesy of Peter Riley, is what met the crew when they arrived to start running one Sunday.



Kev Faulkner immediately shot home, picked up his trusty chainsaw, and returned to attack the tree. Thanks to Kev and Peter the track was cleared quickly and things got back to normal.



Nice hat Kev, you too Peter.

# General Maintenance

“The General” is fast getting like Grandpa's old axe as more bits get replaced. The photo below shows “The General” with cabin removed while Frank Richards (AKA foo) and Peter Riley do some work while on the turntable.



Since a new smokebox was fitted “The General” is reported to have a new lease on life thanks to Kev, Frank, Peter and everyone else involved. Great job everyone.

# Help Needed

The newsletter is supposed to be for everyone but it needs your input not just my ramblings. SO please send anything that might be of interest to:- arch1947@hotmail.com.