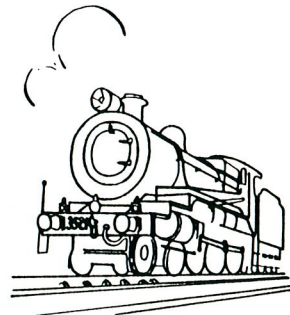


Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.



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'Newsletter'

Vol. No. Price 10c
2 2 April 1974

Editorial:

A lot of Americanisms leave me cold but some of their terms are very appropriate, in regard to our hobby the use of the term 'Brotherhood' as applied to gatherings is, I think, very apt, having just returned from our annual convention at Moorabbin I can say that Brotherhood was the keynote of the event, as the years progress this is growing stronger both between Clubs as such and also the individual members - it is good to see the friendly greetings going around as say the member from Queensland greets the member from S.A. and so on throughout the weekend. I did not take an engine with me having decided that I wanted to spend the time talking and listening and looking and this I greatly enjoyed. Reg. Wood.

Interclub activity:

The first four months of this year has seen a great deal of visitation with other clubs and some reports follow:

Colo Vale (as reported by Jim Ranford)

A visitors day to Colo Vale (I refer to it as 'Thurlow-vale') on 23rd. February was attended by numerous well known identities in the Mini-loco fraternity and our host, Dave Thurlow, was in his usual fine form as far as hospitality is concerned. The exhibits of Fire Engines, Traction Engines, Steam Rollers and Stationary Engines etc. were as interesting as ever and restoration has progressed since last year. More work has been carried out on the little loco and it's to be hoped it won't be long before steam billows forth from it's exhaust. The concrete floor in the shed has improved storage facilities and the compacting (by steam roller of course) of the road base to the outer area is also a great improvement. Recent rain had raised the level of the water in the pond and a certain somebody nearly sampled it off the viaduct when some smart Alec (not you A.R.) placed a stick on the line, You'll have to keep your eyes peeled Jack, I didn't mean that loco to need sails. It would not be possible to name all those who were there but some who come to mind can be mentioned, those who brought and ran locos is a good place to start, it is pretty obvious who is referred to in the previous paragraph so suffice to say Bessy was also there. Taking our own club first (and several were present) the two inseperables Barry and Ray were in their usual form and that 'hay' I mean oil burner sure creates an impact - its a beauty Ray, only that blast sounds mighty peculiar at times when some mal-adjustment occurs. Maurie and Barbara Haynes and family were there including the "38", I suppose thats family too, Good to see Neil Campbell and company - happy times Neil, he was heard to remark 'I wish I had the 'Old Girl' here, hope he meant what I think he did. Stan and Florence Childs seemed to be enjoying the day as were Trevor Arney and family and Bill Edgecombe and Co. My apologies to any I've missed but the crowd was such that many people I spoke to and renewed acquaintance with had been there hours before I saw them. for instance Bruce McDonald and his wife from Goulburn - they have the Steam Museum there for those who are not acquainted, Don Collins from Red Hills Road, Fitzroy Falls - my 'film star' on numerous occasions, Wollongong's John Horsefall ran that clubs well known 'Bitza' a good performer as usual, The Blue Mountains club was also represented and Alec Russel and family from Western Districts inevitably were present. To any who have not been to this delightful spot I can only commend a visit, you'll be agreeably surprised and entertained, so pack up a picnic, the wife and kids and a 5" loco if you have one and come along, I know that I echo the sentiments of inimitable host Dave Thurlow and his good parents. Sincere thanks must go to them.

Ray Lee's fine oil fired 59 class.

Interclub activity cont'd.

Interclub visit to Wollongong (my reporters failed me, Ed.)

The first Interclub Meet that we had and which was held at S.L.S.L.S. did not enjoy the best of the weather but the day at Wollongong at the invitation of Illawarra Live Steamers was literally a wash out, it was pouring before any one left Sydney but non the less several hardy souls set out, in between the down pour a couple of runs were attempted but that was all. Bad luck for the hosts I.L.S. and also for those whose enthusiasm took them to Wollongong.

Visit to Lake Macquarie Live Steamers:

Although we were all cursing the petrol strike a group of members led by President Bill decided to run the gauntlet to Newcastle, we had been informed by telephone that if we could get to the 'castle' we could bring fortyfour gallon drums with us to take back home a supply, I did not see a 44 but I did see five fives in one car, quite a bomb eh, The L.M.L.S. boys greeted us at their grounds at Edgeworth and those of us who had not seen the set up before were struck with admiration for all the fine work that has been carried out, spacious steaming bay, excellent 5" ground level track, $3\frac{1}{2}$ " elevated track, station and fine big Club House, they have quite a lot of spare ground and can accomodate lots of cars and public. I took my 5" 0-6-0 which young Ian drove all afternoon, also running were Terry Geraghty with his Bo Bo and Warrick Sandberg from the Bankstown Club with his very nice modified 'Simplex' making it into a N.S.W. class tender engine, the L.M.L.S. boys were there in force and splendid running was had by all including the general public. In the afternoon the Hursts and the Arneys also arrived, we had a chat with President Boyd Osmond about conventions etc. as we were aware of their offer to hold the 1975 event at Edgeworth (since confirmed at Easter).

18th Annual Convention, Easter 1974.

This year S.L.S. of Vic hosted the convention at their grounds in Moorabbin, the weather did not start off in too promising a manner but did not stop anything and steadily improved. There was a large attendance in excess of 300 and just on sixty locomotives which kept the track in constant use till late at night. I understand that Hinkley had a Hanking to be first on the track on the Friday morning and did just that - 7.30 am. I understand. The official opening was very ably carried out by Mr Gibbs Chairman of the Victorian Railways Board. Points of interest included the mid-day track cleaning executed by a special vehicle with rotary brushes and detergent and then hosed down, the result was most effective. The three aspect block signalling had a few minor faults due to the weather but by and large was very efficient, a visit to the signal box where Nev. Levins bank of relays were merrily clacking away was quite something. Various trips were organised for the Sunday afternoon, we went to Diamond valley not having been there before, it is a 7 1/4" gauge track set in a public park in the northern suburb of Eltham, it is essentially a miniature railway for the hauling of the public and as such has to comply with departmental requirements, in steam were a 'Britannia' and a canefield loco 'Coolum' built by Jim Jackson and similar to the original 'Eudlo' built by George Hadley in Nambour. Bill Pert entertained us in the 'lobby' with cups of tea, later on I understand that one of our group drove the Britannia but the passengers had to get out and push - the driver didn't seem to 'Wowwie'. Another large group went to Ferntree Gully for a ride on 'Puffing Billy'. Sunday morning was taken up with the Convention meeting, items of importance were the issue of Part 2 for Steel Stayless Boilers now available to all members at \$1.00, the code is fully approved in W.A. and Queensland, N.S.W. Department has the matter under consideration. Passenger truck couplings were adopted to be bars 5/8" x 3/16" with 1/4" pins - a standard drawing is to be produced and distributed in the near future - it was agreed that the Auto coupling from Nelson Gray could be used for ground level tracks as an alternative. Wheel standards for ground level track were discussed at length but a decision was deferred until next convention in '75. Evenings were taken up with films and we saw a little (too little) of John Wakefields experiences on his recent trip through Indonesia and South Africa. Catering was a constant chore for the ladies who did a wonderful job, always with a smile. The convention was another success in the pattern of those that went before, next year will be hosted by the Lake Macquarie Club in Newcastle so start making your plans NOW.

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Model Engineering in New Zealand:

Your Editor and wife Margaret were fortunate to spend five weeks in the 'Shaky Isles' which covered the last week in January and all of February, we flew over and used a hire car there doing 1,500 miles in the south island and 1,100 in the north island. Apart from sightseeing which naturally occupied most of the time we did see quite a lot of our hobby activity and also several preservation groups. Starting in Christchurch we were looked after by Ralph and Marian Excell and it so happened that the Canterbury Club (Ch/ch) was holding a week long exhibition in line with the Empire Games - Ralph and I trotted down to the club the first night in particular to take Rs partly finished 'Butch' down for exhibition also some examples of Rs own make of lever scroll chucks which he produces with some very ingenious tooling. During the weekend we payed a couple more visits to the club to see the locos running and also some very fine radio control boats on the pond - the club is a M.E. society and so caters for all types of work - they have very good club rooms and facilities, steaming bays for the locos and a track of about 800' elevated and 2½", 3 1/2" and 5", also quite a large pond for R.C. power boats. One of their members Bill Jackson has completed his fifteenth 3 1/2" loco including the famous N.Z. class Kb. On the Saturday night I was able to screen Ern Sweets colour film of the convention held at Ryde in 1969, this was greatly appreciated. Ch/ch has quite an extensive preservation project at Ferrymead where they have a lot of electric traction in operation also a 'C' class loco running on about a mile of track which will be extended to some three miles in the near future, there are also quite a number of other locos in various stages of rebuilding. From Ch/ch we travelled by the 'Southerner' to Dunedin where we were met by the Law family - Ron Law is the editor of the Otago Club journal and was largely responsible for us going to New Zealand, Ron and family could not have done more for us, they planned our tour, obtained all the necessary maps and information galore, we are greatly in their debt. The Otago S.M.E. annually holds a week long exhibition in connection with the Dunedin Festival so again we saw a lot of the action, this club has the most extensive grounds and facilities of any that I have seen with perhaps the one exception of L.A.L.S. in California. The club house is very complete providing a large main room for meetings or exhibitions, foyer and secretarys office, library, a very complete workshop, HO gauge layout and indoor car track, outside is a large covered steaming and service area for the locos, the track is multi gauge and about 900' complete with a fine station building. This club again is a M.E. society and so caters for all sides of the hobby, they also have a quite large lake for R.C. power boats and yachts with shelter shed although I am a loco fan I had to admire the very high standard of all the other types of work that was to be seen. Tom Roydhouse the President, committee and members went out of their way to make my visit a great pleasure, Tom who is Area Supply Manager for New Zealand Rail took me through the Hillside railway workshops where many of N.Zs. famous locos were built, now of course all is Diesel except for the Kingston Flyer of which more later. A feature that would gladden the hearts of many is a fine 'Burrell' (I think it is) Traction Engine ticking over outside the club house and supplying steam to a large range of stationary engines on display. At a closing gathering on the Saturday night organiser Alan Johnson farewelled us with a few well chosen words and in reply I thanked him and conveyed S.L.S.L.S. greetings. Alongside the Otago grounds is the Ocean Beach Railway where several industrial type locos run on about half a mile of track. In the middle of Dunedin is preserved a Fairly loco literally in a glass case, this exhibit will soon be extended to include a 'J' class of which many were built in the nearby Hillside workshops. Leaving by car from Dunedin we came to Lumsden where the 'Kingston Flyer' starts its journey to Kingston on Lake Wakatipu, we climbed all over the well restored Ab class loco in the yards and a few days later chased the train all the way to Kingston taking photos as we went, the trip is still run by N.Z. Rail and enjoys a large following of locals and tourists from all over the world. On lake Wakatipu which is 1000' above sea level is Queenstown and from there runs the S.S.Earnslaw a twin screw steamer with triple expansion engines, this boat was built by N.Z.Railways at the begining of the century in Dunedin, it was then transported in sections by rail to the lake and then reassembled in Kingston, it provided the main means of transport on the thirty miles of lake. We enjoyed a lovely afternoon on the S.S.Earnslaw. Travelling up the North West coast we came to Greymouth and nearby is Shantytown a reconstructed gold mining town complete with railway on which is operating the 'Kaitangata' a Sharp Stewart 0-6-0. We flew from Dunedin up to Wellington and travelled from there to Auckland by the 'Silver Fern' the latest addition to N.Z.R., this is a close coupled two coach train built in Japan, Stainless Steel construction and Diesel electric, the train is fully airconditioned and most comfortable and smooth running, the scenery and railway engineering on this run has to be seen to be appreciated. In Auckland we visited the Western Springs Museum known as MOTAT, it covers a wide range of subjects, sound recording photography, cars, motor bikes, fire engines, buses as well as electric trams and locos also they have what must be one of the largest twin beam engines which

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used to supply Aucklands needs, unfortunately now only static. The star turn in the North Island was the time spent with Les Fitt, President of the Auckland Society of Model Engineers, we had a gathering at Les's home one night for pictures including our convention film, on the Sunday they put on a special running day for us, I had a ball driving Graham Wilkinsons Baldwin 'K' class and then Les Fitts big Kb. The Auckland track is really excellent, again elevated and 3 1/2" and 5", it is a figure eight with an extra loop that doubles on itself giving a fine tunnel and a bridge which crosses the rising and falling loops, this particular spot is ideal for photo stops, I have a couple of slides with four engines in view. The line is equipped with proper station building also there is a large carriage shed and an engine shed under construction. The club house is a two story building with the club room on top giving a great view of all activities. The track length would be about 1500'. The days running was rounded off with a barbeque. As we experienced all around N.Z. the members could not do enough for us, when it is realised that the total population of N.Z. is only equal to that of Sydney we have to admit that they can show us a lot of points, there are some eighteen clubs in existence with a total membership that would exceed ours, there is no doubt that they have far better facilities and that the standard of work is the highest and something in which New Zealanders can be justifiably proud. If you have the opportunity or can make the excuse go to New Zealand.

Address all 'Newsle
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Charity Day 16th March

The Spastic Action Appeal were lucky with the weather which is something to be thankful for these days, their people did a very good job in helping to make the day a real success, a record number of 2,400 rides were given and as a result our contribution to their funds will be well worth while.

Rosters:

Will all members please refer to the last issue of 'Newsletter' to see what they are responsible for.

Painting:

Our President is making a special appeal for volunteers to repaint the wooden bridge at the 5" gauge station and also the steel bridge at the car park end of the grounds - come on fellows here is a nice quiet job on which you can make your own arrangements and do a bit for your club - ::::::::::::::::::::

Dates to remember:

- May 7th Extraordinary General Meeting
- " 18th Public running day
- June 4th Annual General Meeting
- " 15th Public running day

LOST AND FOUND:::::::::::

A visitor to our grounds probably on the invitation day last October left behind him a box of bits and pieces, it was a Gee Jay Motor Products box in which with a lot of other items were three K.L.G. T30 spark plugs, if the owner will contact the Editor on 57-4455 or Bill Richards on 85-3427 he can have his goods.

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