

Sydney Live Steam Locomotive Society

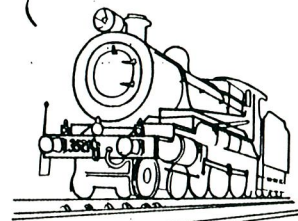
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Coop. Ltd.

Newsletter
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April 1977.

Editorial.

At the end of the month the Society as it has operated since its foundation in 1948 will be taken over by the Sydney Live Steam Locomotive Society Coop. Ltd. This followed from a move made after the 1976 Convention and what has taken place since then has already been published or is covered in this Newsletter.

In my opinion the position of the Society in relation to the general public has also undergone a change. In 1948 the Society was formed to bring together people who built and ran miniature steam locomotives, miniatures of the type of motive power then commonly used on the railway systems throughout Australia and much of the world. Electric and diesel power were yet to dominate.

In 1977 the steam locomotive, except for those who live near the South Maitland Railway, is a thing of the past. The increased use of the motor car means that many children hardly ever travel by train, something that most of us have taken for granted.

Our public running days provide therefore, a glance back into history to see examples of a method of transportation that played such a vital role in the development of this and other countries.

Even though the scale is small the sound and smell of an operating steam locomotive has a certain characteristic about it that cannot be beaten.

If we build exact replicas of the various prototypes of locomotive that operated over the past 150 odd years or freelance we still follow many of the ideas of the famous locomotive engineers, Stephenson, Walschaerts, Gresley, Baker to name but a few. We provide a means whereby the steam locomotive will be remembered and we can continue to argue for or against the different designs of valve gear etc., etc., even if only in miniature.

As the awareness of the historical value of our hobby grows we can be sure that the support of the general public will continue to increase so also helping us to continue to keep on steaming.

John Lyons.

An Expression Of Thanks.

The following was read by our President, Bill Richards, to the meeting held on the 5th April 1977.

Gentlemen,

On the 13th July 1948, the Sydney Live Steam Locomotive Society was formed. On the 1st May 1977, almost 29 years later, it's affairs will be taken over by the Sydney Live Steam Locomotive Society Coop. Ltd., a move with which you are all familiar and which will be of undoubted benefit to all members. What you may not be aware of however, is the enormous effort put into this proposition by Don Jones and Graham Sharp. It would be fair to say, that without their diligence and expertise, the proposal would still be in the initial stages. In particular, Graham attended to the greater part of the paperwork and was also the direct contact with the Registrar's Office, and it is with the utmost gratitude that I extend my thanks to these gentlemen for carrying this job through to a successful conclusion.

Concurrent to the above I wish to thank, on behalf of all members, John Davies who retired as Secretary of the old Society after having served faithfully in that position for the past 8 years having contributed greatly to the growth of the Society. John has accepted the position of Auditor for the Coop. and so will serve the Society in his professional capacity as a public accountant.

Bill Richards,
President,
S.L.S.L.S. Coop. Ltd.

Formation Meeting.

On the 15th February 1977 the Formation Meeting of the S.L.S.L.S. Coop. Ltd. was held. The meeting was well attended and all applied for inaugural membership of the Cooperative. The official Prospectus was read, as required by law, by Graham Sharp and Don Jones and the motion that the S.L.S.L.S.Coop. Ltd. be formed was carried unanimously.

The election of the Board of Directors was then held. The positions of President, Bill Richards, Vice President, Graham Sharp and Secretary, Mike Tyson were settled without having to cast a vote. Nomination for the position of Director were accepted by Ray Lee, Trevor Arney, Ron Larkin, Don Jones, Cec. Gunning, Maurie Haynes, Reg.V.Wood and John Lyons. A secret ballot followed and Don Jones, Ray Lee and Cec.Gunning were declared elected.

Brian Hurst spoke of the step the Society had taken and expressed that those responsible for the work should be commended ie., Reg.V.Wood for the instigation and early ground work followed up by Graham Sharp and Don Jones.

Coop. Shares

Treasurer John L.Hurst wishes to remind members who have applied for a share in the Coop.that they should pay for their share as payment is NOW due.

Club House.

At the March meeting the question of our Club House was again raised. It was decided that a sub-committee be established and this was undertaken by Trevor Arney, Don Jones and Graham Sharp. Graham tells me that things are on the move and a report should be ready for publication in the next Newsletter.

Signal Box.

I forgot to mention this item in the last Newsletter. The signal box design had been considered and Mike Tyson put a great deal of effort into the drawing of plans. The signal box was to be situated on top of the carriage shed and be built so as to resemble an early 20th century N.S.W.G.R. signal box.

Unfortunately the plans did not go further than the counter of the Building and Health section of the Ryde Municipal Council as the design would not have met with approval. Mike was told that special application would have to be made to a meeting of the Council to enable the plans as they were to be considered any further.

Amusement Device.

Following the December Charity Day derailment contact with the Dept. of Labour and Industry has resulted in the Society being registered as an " Amusement Device". Some of the requirements are:- speed limit 8Km or 5mph, 5 cars or 30 passengers per train,(that is,no more than.) and no person to stand within arms length of a starting train.

Blue Mountains Visit.

Reported by Ray Lee.

On Saturday afternoon 29.1.1977 seven members of the S.L.S.L.S. in 100°f temperature ventured to the Blue mountains Society's track at Glenbrook.

Following a cloud burst at 5pm which lowered the temperature considerably a very enjoyable BBQ was had by all followed by several pleasant hours of passenger free running. As usual time caught up with us and it was Sunday morning before any of us reached our homes.

In attendance were :- B.Richards, W.Sanbderg, B.Tulloch and MARTIN, R.Lee, D.Jones and visiting horizontal lift driver B.Bourke.

Charity Day.

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The Lantern Club Charity Day will be held on Saturday 30th April 1977. This is the fifth Saturday in April and is timed to start at 1.30pm.

Charity Day

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Australian Miniature Locomotive Trials.

The A.M.L.T. were held at our grounds on Sunday 13th March 1977 and proved a great success for the S.L.S.L.S. The weather during the week looked as though the event would be washed out but as it turned out the day could hardly have been better.

The dynamometer car of the Illawarra Live Steamers had been provided and Ray Lee acted as organiser, sending out the invitations and drawing up the list of final acceptors. I.L.S. members Barry Glover and Ken Gifford alternated as observer on the dyno. car with Ray filling in at least once. To maintain interest through out the day the final figures were not displayed till the last run was under way.

Run 1. Ray Lee started the day off and was quickly into stride with D 5901 (see Locomotive Notes this issue) hauling a load of 2500 lb. A problem developed with the 59's pony truck jumping the tracks at the first set of stub points but some quick work with a file removed the problem and the remaining laps were covered without any trouble. (14 laps, 7.74 mph., 5.031 lb coal)

Run 2. Maurie Haynes, S.L.S.L.S., was next away with his 3 1/2" gauge C 38 class locomotive. With a load of 789 lb. 3812 was soon lapping at a steady rate. The locomotive sounded almost full size as it attacked the rising grade. (14 laps, 7.48 mph., 2.625 lb coal.)

Run 3. Eric Hayes of the Hornsby District Model Engineers Society made the third run. Eric was keen to do well after a blown superheater element caused him to retire from last year's contest. With a load of 776 lb. the 3 1/2" gauge 2-6-2 was away and lapping well to complete an incident free run. (13 laps, 7.03 mph., 2.281 lb. coal.)

Run 4. This was the last 3 1/2" gauge to compete, it was the C 32 class locomotive of David Archibald representing the Sydney Society of Model Engineers. David moved off with a load of 383 lb. but came to a stop on the way up the hill. Too little coal in the fire box at the start of the run resulted in a lack of pressure at the very time it was needed. A lot of time was lost raising steam before the train was on the move again. The last lap was easily the best of the run, if all the run had been the same David's figures would have been much better. (7 laps, 4.35 mph., 1.1875 lb. coal.)

Run 5. Back to 5" gauge with Barry Glover at the regulator of C 3290 (ex Ray Lee). A load of 1368 lb. was easily handled at a brisk pace until the run was terminated due to injector trouble. (12 laps, 8.12 mph., 3.08 lb. coal.)

Run 6. Warrick Sandberg made the next run. After watching the flying red 2-6-0 in our own trials for this event opinion had it that Warrick was the one to beat. The locomotive was coupled to a load of 1343 lb. and quickly settled in for a fast, incident free run. (16 laps, 8.61 mph., 2.406 lb. coal.)

Run 7. The I.L.S. 0-6-0 tender locomotive driven by Ivor Bunker was the next contestant. This run was steady and without incident hauling a load of 1580 lb. (13 laps, 6.97 mph., 2.672 lb. coal.)

Run 8. This time we had Greg Young, Blue Mountains Railway Society, with his Arthur Mears designed and built 0-6-0 tank engine " Anne ". Starting with a load of 1999 lb. and a rather thin fire the locomotive failed on the way up the hill. Too much time was lost raising steam and Greg later discovered that loose putty around the blast pipe had spoilt the smoke box vacuum. This run was abandoned and an un-official run with a lighter load was made after the final run. (11 laps, 6.02 mph., 2.5935 lb. coal.)

Run 9. The Wood clan were the next to compete. Reg. Snr's. 2-8-0 locomotive driven by Reg. Jnr. set off with a load of 2468 lb. ready to show that things could be much better than last year's effort. Some slipping on the way up the hill on the first lap was controlled and a steady run followed. A pony truck derailment at the start of the last lap caused a halt but once corrected the run finished without incident. (14 laps, 7.506 mph., 4.876 lb. coal.)

Run 10. The 2-8-0 D 52 of Phill. Gibbons, South Coast Model Engineering Society, set off with a load of 2453 lb. Loss of traction on the up grade caused the load to be reduced to 1633 lb. and once under way a good run was made. (10 laps, 5.79 mph., 3.984 lb. coal.)

Run 11. Denis Hamilton with his 0-6-0 tender version of " Anne " took a load of 1000 lb. The locomotive managed this task easily and a fast run resulted. (15 laps, 8.48 mph., 3.953 lb. coal.)

Run 12. We now saw Arthur Mears couple up in front of a load of 1512 lb. with his 0-6-0 tank engine " Anne ". Away to a good start Arthur had everything well in hand and was lapping at a steady rate. Lack of coal on the second last lap brought the locomotive to a halt at the foot of the grade. A fresh bag of coal was delivered and with the fire built up the locomotive moved off to complete its run. (15 laps, 8.25 mph., 3.39 lb. coal.)

contd. over

Australian Miniature Locomotive Trials. contd.

Run 13. The last run was made by Barry Potter with his 2-8-0 D 5201 hauling a load of 1886 lb. Bill Richards told one bystander that Barry was one of the club's "most sedate drivers" so this should be a steady run. 24.24 minutes later Bill was re-assessing his opinion of Barry's driving. Barry was heard to say "I'll never do that again". I am sure that both he and observer, Barry Glover, walked around with a leaning to starboard for some time after the run.
(16 laps, 9.09 mph., 3,953 lb. coal.)

While Barry was flying around the track the final scores for all the other competitors had been posted and as expected Warrick Sandberg with an efficiency of 1.01% was the leader. Barry's figures were at last posted and an efficiency of 1.0013% gained him second place.

The results were :- 1st Warrick Sandberg, S.L.S.L.S. 2nd. Barry Potter, S.L.S.L.S. 3rd, Ray Lee, S.L.S.L.S. Best 3 1/2" gauge engine, Maurie Haynes, S.L.S.L.S.

President, Bill Richards, presented the Shield and the prizes for the first three places. Barry Glover, I.L.S. President, presented the I.L.S. Shield for the best 3 1/2" gauge engine. The prizes, attractive wall clocks, were donated by Rhonda and Arthur Mears and Bill thanked them for their generosity.

Bill also thanked all those who had helped make the day a great success. Thanks also to the Ladies who provided tea and refreshments through out the day.

Locomotive News.

Ray Lee's first coal fired 59 class loco., 5901, had its steam test and maiden run on the third saturday in January. The locomotive ran well and although not yet painted looked very impressive double heading with Ray's oil burner 5902 driven on the day by Warrick Sandberg. Ray's second coal fired 59 should be ready to run soon. At the end of the afternoon Ray seemed rather pleased but said he had forgotten how grubby one could get driving a coal fired locomotive.

The first saturday in March saw a happy Stan Childs at the regulator of his British Railways 9F 2-10-0 locomotive. (3 1/2" gauge.) Although not yet completed the locomotive performed in a satisfactory manner and the builder was more than pleased even though the waste from the self-cleaning smoke box was distributed all over the driver. The next Newsletter will carry the full details of this loco. and its many features. (Please Stan ?)

The day of the Locomotive Trial we saw the chassis of a 7 1/4" gauge N.S.W.G.R. G-30 tank engine being built by Keith Gapes. It looks impressive and the work is first class.

A recent edition of " Model Engineer " had an article on H. Claarkson of York. A photograph showed an unfinished Coronation Class being built for " an Australian client " by S.L.S.L.S. member John Hagan.

By the time this Newsletter is in your hands I hope that my Z 2552 will be completed and back on the tracks again after returned to the workshop for finishing off and painting.

Mike Tyson's 46 class electric loco. ran satisfactory trials on the third saturday in March.

News From Other Clubs.

Western Districts Live Steamers are laying a 7 1/4" gauge track adding an extra rail to their 5" gauge ground level system.

The Adelaide Miniature Steam Railway Society have the foundation laid and bricks on site for their club house.

The February " Bulletin " of the S.S.M.E. had a story of one of our founders, Cec. MacKellar and " The Red Terror " fitted with Baker valve gear on one side and Walschaerts valve gear on the other.

Here are some points of interest from a letter I received from Bruce Pithouse, Secretary of the North West Model Engineering Society, Ulverstone, Tasmania. They have been in operation about 12 months and have 5 acres of land leased from the Ulverstone Council. A carriage from the T.G.R. is used as a club house. 700 feet of dual gauge, 7 1/4" and 5", ground level track with a 3 1/2" gauge elevated track to be built soon. The 22 members have a good collection of motive power running or under construction. (including a 7 1/4" A.S. Garratt.)

Lost.

A Gold Signet Ring was left in the clubhouse on 2nd April 1977, owner see Bill Richards.

Works Report.

The retaining wall at the Park Avenue end of the grounds is progressing well and the civil engineering work in conjunction with a relief siding on the way out of the ground level station is also well in hand.

S.L.S.L.S. Train Catering Service News.

The purchase of a deep freeze unit has enabled the Ladies of the Society to provide ice blocks for sale on public running days. On behalf of the ladies, Laurelle Larkin has made a request for the loan (on public running days) of a twin burner, or two single burner, primus or portagas stoves so that "hot dogs" can be prepared and sold during the colder months.

On the public running days cakes are always welcome for sale with the afternoon teas. As you know the funds raised go towards a clubhouse so the work done by the ladies should be appreciated.

Invitation Day.

The South Coast Model Engineering Society are the hosts for the first 1977 Invitation Day. To be held on 28th May 1977, the grounds are situated on the south east corner of Albion Park airstrip and have 5" and 3 1/2" gauges, ground level track. Forms are available to send to the S.C.M.E.S. if you intend going.

***** on the topic of Airstrips.

Treasurer, John Hurst is now the proud holder of a Private Pilot's Licence. Well done.

Lantern Club Dinner Dance.

This event will take place on Friday 3rd June at 7.30pm at the Crystal Ballroom, West Ryde. Cost will be \$15.00 a double and most likely \$2.00 vouchers will be sold to cover the cost of drinks. Keep the date free and have another great night out.

Market Place.

3 1/2" gauge N.S.W.G.R. " U " class 4-4-0 coal fired locomotive. This loco. is in good condition, well finished and has a current boiler certificate. \$975 o.n.o. Barry Potter 639-1140.

S.L.S.L.S. Coop. Ltd. News.

As from 16-4-1977 soft drinks will be 25c to members and 30c to the public.

Any members in possession of Anthony Road gate keys (stamped A.R.G.) are asked to discard same. The Anthony Road lock is now keyed alike to the Park Ave. lock.

- First Tuesday in May. Directors meeting.
- First Tuesday in June. Annual General Meeting, all members welcome.
- First Tuesday in July. Directors meeting.

Gate Roster.

- May '77. B. Kilgour.
- July '77. P. Shiels
- June '77. G. Floyd.
- August '77. B. Potter.

Duty Roster.

- May '77. W. Edgecombe, P. Brothie, S. Childs, G. Floyd, R. Bremner, J. Logan, G. Esdaille
- June '77. T. Arney, C. Gunning, R. V. Wood, R. G. Wood, J. Esdaille, E. Esdaille, G. Farkas.
- July '77. W. Richards, I. Ramsay, J. Ranford, T. Geraghty, D. Jones, W. Sandberg, J. Hagan.
- Aug. '77. G. Sharp, B. Kilgour, R. Larkin, P. Hinkley, J. Hurst jnr., P. Shiels, J. Singline.

New Members.

Since the last Newsletter we have welcomed the following new members, Bradley Donovan, Malcolm McAulay, Martin Yule and Norman Peterson.

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