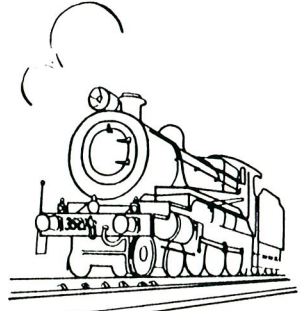


Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.



'Newsletter'

Vol. 4 No.3 Price 10c August 1976

Address all 'Newsletter'
correspondence to:
The Editor
20 Woodville Street,
Hurstville, N.S.W. 2220

Editorial:

Loaners, It may be a surprise to many Club members as it was to me to learn how many Model Engineers fight shy of club membership, this fact has come to light with the advent of the commercial supply facilities that have come into existence in Sydney, they report that by far the majority of their customers are non club members. I believe that we, club members, should ask ourselves 'why is this so', there have been instances in the past where attempts have been made to keep a club to a restricted few but I don't think that there are any who would go along with that kind of policy to-day. We should make every effort to encourage 'loaners' to join with us and benefit from the interchange of ideas and the perhaps wider experience of the average club member, this is very much the case in the field of 'Live Steam Locos', as we would all admit, and notwithstanding any 'trade' experience that might be had, our first loco taught us a lot of points particular to the building of miniature locomotives so it must be to the advantage of all these folk outside our clubs to join up. There is another aspect that concerns me and that is the matter of boilers and the need for these to meet the A.M.B.S.C. code, as far as possible we would like to save people from doing work which might be unacceptable. I have no ready answer to the problem but commend it to your thoughts

Reg. Wood. Editor.

Annual General Meeting:

This was held on Tuesday 1st June, the election of Office Bearers took place and the retiring officers offered themselves for re-election, there being no other nominations they were re-elected.

President	W. A. (Bill) Richards.
Vice President	Graham V. Sharp.
Secretary	John L. Davies.
Treasurer	John L. Hurst.

The financial report showed a small credit balance for the year and this suggests the need to make an increase in our running day charges, the club house fund has now reached the sum of \$929.68 and this almost entirely as a result of the efforts of our ladies. Our Presidents report is as follows:

Gentlemen, it is with pleasure that I present to you the 28th Annual report of the Sydney Live Steam Locomotive Society for the year ending 30-4-76. The most important event of the year was the holding of the Annual Live Steam Convention by this society over Easter 1976. The event was most successful and very well attended, there were 83 locomotives present comprising 49-5"g, 27 - 3½"g & 7 - 2½"g. Despite lateness of Easter this year the weather was kind to us, being mild and rain free throughout the weekend. The new elevated track with it's innovative pointwork and the augmenting of the ground level track by additional sidings were completed just in time due to very good attendances at the workdays, this ran consistantly to about half of the membership, in addition, several members were able to work mid-week. These attendances continued over the Easter weekend, resulting in the best team effort it has ever been my pleasure to experience. I would particularly like to acknowledge the dedicated assistance rendered by the Ladies both during the year and at the convention, on the site and behind the scenes, without whose help the event would have been a failure. To all these people I extend my warmest and sincere thanks.

This year two new locomotives have been completed, a 2 - 8 - 0 N.S.W. T class in 5"g owned and built by Barry Potter and a N.S.W. 422 class Diesel owned and built by Reg. Wood also in 5"g.

Ground maintenance continues to be satisfactory due in part to fairly dry conditions and a concerted effort just before Easter. The lawnmower fleet stands as before, five 18" machines and one 24" power driven machine. Two interclub visits were held during the year, first at the Bankstown S.L.S. on 31-5-75 and then the Lake Macquarie L.S.L.S. on the 25-10-75. Both these events were well up on par both in quality and quantity and were

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thoroughly enjoyed by all those present.

Public support for our open days continues well, with a slight upswing from last year. Sales from the 'Canteen' continues steadily and once again I sincerely thank the ladies who have given time and effort to maintain this most welcome service

Due to the demolition of the elevated track at the end of 1974 there was only one charity day held during the year, this was on 18-10-75 for the Crowle Home and was as usual well patronised by the public.

Membership stands at 52, consisting of 32 full members, 18 associate members and two affiliate members, Jack Singline was transferred to full membership during the year. New members accepted into the society were Warrick Sandberg, Ted Esdaile and Colin Wear, Harry Ball tendered his resignation due to a move to Melbourne, we all wish him well in his new location.

In conclusion gentlemen, I once again sincerely thank all those members whose enthusiasm and dedication has further strengthened our Society and made my job so much more rewarding.

W. A. Richards, President, S.L.S.L.S.

ROSTERS:

Duty Roster

- Aug '76 J.Hurst snr., J.Davies, R.Lee, N.Campbell, K.Gapes, A.Mackellar, M.Tyson.
- Sept '76 B.Hurst, B.Tulloch, A.Eyre, L.Thompson, J.Hyde, T.McMurray, C.Wear.
- Oct '76 W.Edgecombe, P.Brotchie, S.Childs, D.Cross, G.Floyd, R.Bremner, J.Logan.
- Nov '76 T.Arney, C.Gunning, R.V.Wood, R.G.Wood, J.Esdaile, E.Esdaile, G.Farkas.
- Dec '76 W.Richards, I.Ramsay, J.Ranford, T.Geraghty, D.Jones, W.Sandberg, J.Hagan.
- Jan '77 G.Sharp, B.Kilgour, R.Larkin, P.Hinkley, J.Hurst jnr, P.Shiels, J.Singline.
- Feb '77 M.Haynes, J.Sorenson, B.Potter, E.Sweet, W.Hamilton, P.Dunn, J.Lyons.

Gate Roster

August 76 D.Cross, September 76 L.Thompson, November 76 P.Brotchie, January 77 P.Hinkley, February 77 G.Sharp.

A LETTER FROM A MEMBER:::::

Dear Reg, May I express through these pages to all, our gratitude for the friendliness and courtesy extended to both Betty and myself in our short association with the members and their families. It is sincerely hoped that we have been of some small assistance in the 'Live Steam Scene' and an invitation is extended to all that may stray our way to visit at:-

Lot 7, Braford Park Drive, Bonville. (6 miles south of Coffs Harbour) or to those that may care to write to Post Office Box 688, Coffs Harbour 2450. As we will be situated half way to Brisbane some may like to rest a while on the way to or from (or both) the 1978 Convention.

Sincerely,

Ron & Betty Moffett.

A BLESSED EVENT:::::

Another engine driver, we are all delighted to know of the birth to Elizabeth and Barry Tulloch of a son, John Stuart, we were all worried for you at Easter Liz and are glad that all your hard work for the convention did not do any harm. All our best wishes to you both.

TRACK SUPERINTENDENT:::::

At the August meeting the question of Track Superintendent for the new elevated track came up for consideration. Brian Hurst who had been appointed just before the demolition of the old track indicated his wish to resign his appointment, Cec Gunning was nominated and appointed to the position, this is most appropriate Cec having been responsible for the overall design and construction of the 'Stub points' which are now the central feature of the tracks operation. It was decided that the Elevated Track Superintendent has the Full responsibility for the effective running of the track in all its aspects, Cec looks forward to real co-operation from all those drivers who run on the 'Elevated'.

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A PROGRAMME FOR THE FUTURE::::::::::

The following is a list of jobs that it is intended to put in hand during this year and the year after.

1. 5" g signal box and access stairway over carriage shed.
2. Expansion joints for elevated track.
3. Retaining wall for Park Avenue fence between gates and western boundary.
4. Duplication of the ground level 5" g track.
5. Extension of club building roof to provide extra shelter.
6. Manufacture of lids for coal bins.
7. Access and retaining wall for coal storage north of club building.
8. Relocation of 'steel' bridge to replace the old wooden bridge and provision of 'walk over' crossing at southern end of grounds.
9. Provision of drive over ramp at northern end of grounds.
10. Relocation of 5" g roundhouse and relocation of 5" g lead in track.
11. Relocation of points on elevated track.
12. Installation of lever frame for elevated point control.
13. Installation of permanent point motors with locking-up facilities 5" g.
14. Carriage shed traverser for elevated track.
15. Lights to be fitted over all elevated track points.
16. Concrete platform for ground level track.
17. Ticket seller's box.
18. Work bench and vice.
19. Concreting of elevated roundhouse area.
20. Retaining wall on eastern side by steep banking.

"The song is ended but the memory lingers on" (is it ? or does it ?)

MEMBERS AND RUNNING DAYS:::

There has been some misunderstanding as to the rules regarding members and their families and friends riding on trains on our public running days. The rules are these: ALL passengers must have tickets. Members their families and friends may obtain tickets free of charge from the ticket seller. The tickets MUST be obtained by the MEMBER ONLY and passed by him to his party. The tickets should be obtained at a convenient time to the ticket seller. The above rules do NOT apply on charity days when NO free rides are available.

CHARITY DAYS:::::

16th October will be a charity day for the Crowle Home.
4th December will be a charity day for the Spastic Action Appeal.

PARK AVANUE GATE :::::

Due to members leaving this gate open after entering with their cars there have been several instances of the public gaining access without paying any entrance fee. Please NOTE that it is the responsibility of all members to see that this gate is closed after they have used it.

NEWS FROM OTHER CLUBS :::::

The Victorian Miniature Locomotive Society is again in full swing with the completion of their track at Eddington.

Adelaide now has a fine 5" ground level track with the official opening of Adelaide Miniature Steam Railway Society's track in Regency Road Prospect.

The Steam Locomotive Society of Victoria have decided to press on with the plans for a 5" ground level track at Moorabbin.

FOR SALE:::

N.S.W.G.R. 'U' Class (Baldwin) 4 - 4 - 0 coal fired locomotive in 3½" gauge, loco is in very good condition and with current boiler certificate \$975 o.n.o.
Barry Potter 639-1140 major

A.M.B.S.C. Codes :::::

Both Parts 1 & Part 2 have been out of print for a short while but are now available, Part 2 has no changes but Part 1 has some alterations, these are not major but include elimination of gauges of plate less than 16 gauge, a revision of table for staying of flat surfaces, depth of engagement of flanges added also minimum ligament etc.

A VISIT TO THE U.S.A.:::::

Early in February this year I, that is Margaret and I were invited to join a group of R.A.N. ex P.O.Ws who had planned a visit to the U.S. to meet up with a number of U.S. ex P.O.Ws who were involved in a common history, it may be remembered that in 1943 a naval battle took place in the Sunda Strait, two of our ships that survived were the H.M.A.S.Perth and the U.S.S.Houston however the Japsfleet finally caught up with them again and both were sunk in the Java Sea, the survivors after some days of scrambling over various islands were ultimately rounded up by the Japs and spent the rest of the war on 'the railway', building airstrips or other forms of forced labour. The main reason for the tour was enable our chaps to join up with the Houston survivors in the city of Houston for a memorial service and gathering but at the same time to spend four weeks seeing something of 'Uncle Sam'. When I knew that we would be going I wrote to the states to see if our itinery would fall in line with any Live Steam meets that may be on hand and as a result received an invitation to visit St Louis and take part in a Gold Spike ceremony at a private track that had just been completed by Leo Myers whom some of my readers may remember having met when he visited Australia round about 1968, Leo is the chap who built the 7 $\frac{1}{2}$ "g General and rolling stock which was used in the making of a movie some years ago. The tour covered San Francisco, Los Angeles, St Louis, Houston, New Orleans, Birmingham, Knoxville, Washington Las Vegas, Grand Canyon and Honolulu. Frisco we found to be a very cosmopolitan city, it is the origin of modern development on the west coast of America, although there is still a lot of the old town in existance it is now a vast metropolis of giant buildings many of which are seen on T.V. programmes including the one used in the production of the Towering Inferno also that unique sixty story plus pyramid building of the Bank of America. In Frisco one 'does' Fishermans wharf, Golden Gate and Bay Bridges, China Town, the cable cars of Hyde and Powell streets, Union Square for shopping and some very fine hotels such as the Fairmont and Hyatt Regency, the latter is quite fantastic and original. Los Angeles apart from the city which we thought was rather without feeling was taken up with Disneyland, the Hollywood Bowl and Universal Studios. I have always had tremendous admiration for the late Walt Disney but did not think that I would care for Disneyland, I now have to admit that I was wrong, the whole complex is such a combination of imagination, ingenuity and engineering in all its aspects that it is an eye opener to young and old. Our next point was St Louis via Houston, here we were met at the airport by Bill & Doris Fitt and Leo Myer, the evening was spent at Leo's place but it would need pages to do justice to the equipment and the work, little wonder that the Smithsonian want him to do work for them, after getting lost on the local freeways for an hour and a half Bill F finally got us to our motel, the next day we were off to the site of Leo's private track which he had just completed, a number of Live Steam identities had been invited for the event. The track is beautifully situated among Maple trees and grassy areas, it is about 1000' in length and of course 7 $\frac{1}{2}$ "g, it passes over a dry creek on a trestle bridge, cars enter the area over a rail crossing which is marked by an audible and visual signal operated by an approaching train, facilities include a small workshop, extensives steaming bay, station, water tower and rolling stock storage shed, locos present ranged from pacifics down to a Tom Thumb type called 'Susan' built and run by Bob Maynard. I was given the honour of starting the Gold Spike on its way after which the other fellows all gave it a tap and then driven home by Leo. A banquet was organised for the evening and yours truly had to say a few words during which I conveyed the goods wishes of S.L.S.L.S. to all and to Leo in particular. Returning to Houston we took part in a ceremony on board the battleship Texas, this was essentially for the Aussie and U.S. P.O.Ws so I did the job of photographer for our chaps. Houston Texas is said to be the richest city of the U.S. and in fact may become the financial centre surpassing New York, it certainly is a fine city of modern sky-scrappers and freeways, here we saw the biggest interchange of all - five roadways high - it was off this (called locally the mixing bowl) that the ammonia tanker plunged off killing dozens of people. In houston one just has to visit the Astrodome, this is the largest completely enclosed sports arena anywhere, it is 642' dia inside and 710' outside the dome roof is 208' high, 6,000 tons of refrigeration is needed to control the interior, we saw and geatly enjoyed a major 'ball game' while eating foot long hot dogs. New Orleans was our next city and is the home of Dixieland Jazz, Bourbon Street at night time is quite unique and a real show. We travelled by Greyhound up through Louisiana, Alabama, Tennessee and Virginia to Washington

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visits were payed to the White House and most of the other monuments that
 abound in Washington, at the Capitol we were greeted by congressman Renaldo
 who gave us passes to enter congress which was in session, an invitation was
 also received to a cocktail party at the Australia Embassy. From Washington
 by air and via Chicago to Las Vegas - poker machines as soon as you disembark
 all along the airport passages and buildings, the city is of course nothing
 but poker machines and night clubs but you have to see it to believe it, the
 electicity bill for lighting would keep all our capital cities going for a
 year, while in Vegas we did a 400 mile return trip by air up the Grand Canyon.
 From Vegas we returned to Frisco and then to Honolulu where our Hotel was on
 famous (but not a patch on our beaches) Waikiki beach, while in Hawaii we visited
 Pearl Harbour and the Arisona memorial which is built over the ship as she lay
 after the Japs sunk her in the infamous raid. Our impressions ?, a place of
 great contrasts, its BIG, a city like Birmingham Ala. is 85% black and they
 all drive Lincoln Continentals and dress like fashion plates but every store
 even the quite small ones have an armed guard, motors cars less than half the
 price we pay (a continental three years old in top condition for \$3000) they
 are only \$6000 brand new, food is excellent in quality and quantity and very
 reasonably priced so long as you dont eat in the hotels, six lane freeways
 everywhere, airports, well Kingsford Smith looked as though it belonged in
 the bush, the people very friendly and interested in anything you have to
 tell them, in short, we really enjoyed our trip.

