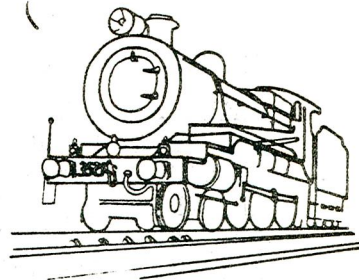


# Sydney Live Steam Locomotive Society

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Newsletter  
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## 'Newsletter'



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### Editorial.

As members of the Society we should all look at what we can do to help the Society to prosper. At the last meeting it was pointed out that we had to have assistance from non-members to operate on our last Public Running day. While these running days are a major source of income they also place the Society in the public view and for our own protection and the good name of the Society we should be fully responsible for the operation of our railway. While it is necessary to have motive power on hand the other jobs are just as important, the more members that can help will share the work burden.

To help overcome this problem Mike Tyson is to take on the job of Roster Clerk. It is up to the Membership to give Mike the support he needs to ensure the safe working of our railway.

John Lyons

### Annual General Meeting.

The AGM of the society was held on the first Tuesday in June. The Treasurers Report was presented and accepted by the Meeting. The Subscription for 1980/81 was set at the same rate as last year. If you have not yet paid, your Subscription is now due and should be forwarded to Treasurer, John Hurst.

All positions except that of Secretary remain the same as for the previous year. Alan MacKellar volunteered to take on the post as Don Jones was not standing for re-election.

### Notice of Motion

The Notice of Motion proposed by Brian Hurst and published in the May Newsletter was not in accordance with the requirements of the Registrar of Co-Operative Societies.

Any alterations to the Rules of the S.L.S.L.S. Co-Operative must first be lodged with the Secretary who will vet the Format of the Proposal ( not the subject ). The Proposal must then be placed before the Registrar of Co-Operative Societies who will then inform our Society if the Proposal is acceptable or not. When acceptance is reached a Special Meeting is called.

As the above requirements have been met the Notice of Motion may now be presented.

### Additional Rule      Demolition and or Disposal of Structures.

- 7A Unless directed by some statutory authority, no Society structure shall be demolished and or disposed of unless sanctioned by a majority of not less than 75% of the members as being entitled to do so, vote in person at any general meeting of which notice specifying the intention to propose the resolution has been duly given in accordance with Rule 30.

Proposer      Brian L.Hurst.

The Special Meeting will be the October Meeting.

### The Signal Box.

Report by Bernie Courtenay.

Like the Opera House, our signal box has been a long time in the building. It was some years ago that the project was initiated as part of the process of building our club into a fully functioning miniature railway. More recently, work on the job has increased, due mainly to the efforts of the President. Bill has been responsible for the laying out and erection of the timber frame, ably assisted by Peter Dunn and other skilled workers. For a

cont. over.



## The Signal Box. cont.

while , the bones of the signal box stood atop the carriage shed while attention was given to other projects, and some thought was given to design details. It should be noted that the box is designed after a prototype box in the Sydney area and therefore attention has been paid to its external appearance by way of proportion, roofing and cladding. The "Dutch Gable" style of roofing has been laid out with fibro shingles, and will have small louvered panels at the gable ends, surmounted by a turned wooden pinnacle. The cladding on the prototype was ( is ) a rusticated weatherboard and so it was decided to follow this style on our box. Forewarned by experiences with maintaining wooden buildings, it was decided to contract Alcan to erect their buff-coloured aluminium "weather-board " siding, which although more expensive, should pay for itself in freedom from maintenance over the years. Aluminium guttering and downpipes have been ordered and should be up any time now. Windows will be the sliding aluminium type in order to give maximum vision to the signaller and these will be installed by Peter Shields. To protect these large areas of glass, " alclad " shutters have been fitted over the windows, they are hinged at the top and will swing out and up on running days.

The equipment to be installed will be full-size miniature levers to be purchased from the Railways redundant stock. These will electrically operate pneumatic cylinders driving the points and signals. Design details for the electrical gear and interlocking are been finalized at the moment. Although a positive response is yet to come from the Railways, they have acknowledged our request for the gear, and it is believed that our request will be treated favourably.

The interior of the box will be insulated both in the ceiling and around the walls. Its elevated position and large windows will give the signaller an excellent view of the track, and I believe, as its appearance so far suggests, the box will be a credit to our small railway.

Elevated Track Ground Frame.

by Warwick Allison.

For some time now work has been slowly progressing on the signalling for the elevated track.

Initially, the stub points on the western side of the ground will become controlled from a 10 lever ground frame. Eventually, signals will be provided and the whole set up interlocked.

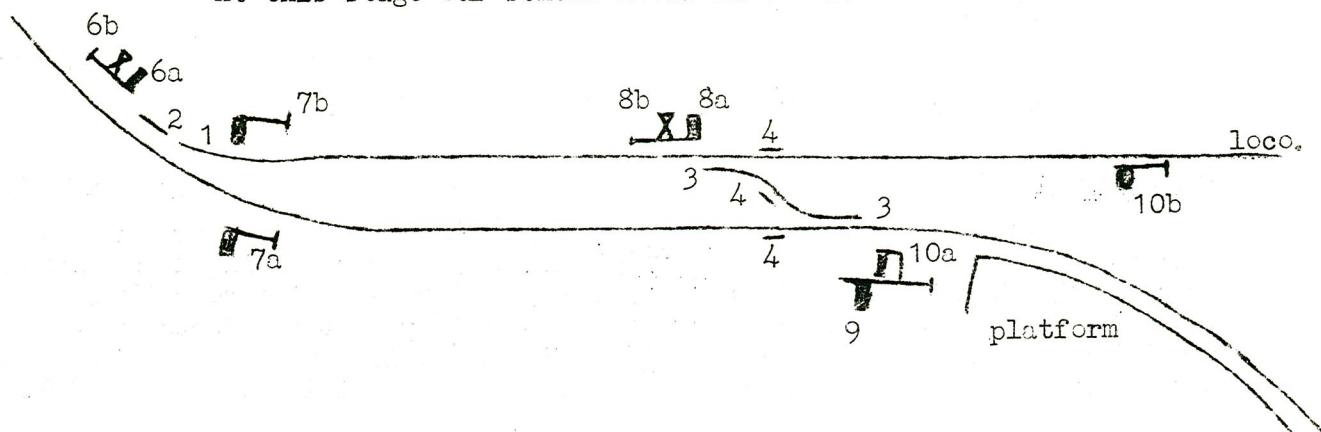
A concrete slab base for the frame has been in position for some time now, while a few months ago , the fencing along the elevated track was re-routed around the slab, with a gate provided for the signaller.

Soon the securing bolts for the frame will be grouted into position and a platform erected on which to stand while operating the levers. No. 5 lever will be a closing lever, capable of being locked while the frame is unattended. This lever, once pulled and locked, secures all the other levers to prevent any unauthorised interference.

In some cases more than one signal will be operated from a lever to provide the number of signalled moves required with our limitation of 5 signal levers. In this case the signal to be operated is selected by the point position.

When completed, this will provide much more flexibility of operation on the elevated track, including opening up the possibility of using the siding as a passing loop.

At this stage our scheme looks like this:





The East Embankment.

Reported by Jim Hyde.

After a prolonged planning stage, the first section of the concrete retaining wall was ready for pouring on the morning of the 24th November, 1979.

However this event was not without some teething troubles. Firstly some problems with our new concrete mixer, followed closely by a brief but heavy thunderstorm. By mid-afternoon the first 5.48 metres ( 18 feet ) were completed and the following morning the front formwork panels were removed to permit the filling of the minor cavities and other defects on the face of the wall.

The procedure of excavation, setting up formwork, mixing concrete and pouring same has been repeated nine times to complete the wall of 48 metres ( 158 feet ). The date has been marked on the top edge of each section.

Each section required two cubic metres of concrete and the materials had to be transported from the Park Ave., gravel bunker via the elevated track to the site for mixing and pouring. A hand winch and gantry were fabricated to place the mix in the top of the wall formwork, 1.2 metres ( 4 feet ) above ground level. The cost of materials was approximately \$1113.00

A lot of hard work has gone into this project which has replaced the temporary corrugated iron supporting the clay embankment, and with suitable landscaping the area above the wall, the outlook from the proposed club house will be vastly improved.

Our thanks to all who helped complete this job, including the sons of members who came along to run the loads of sand and gravel down to the site from the storage area.

Foot note. At the last meeting Jim was thanked for his part in steering the work party on this project. Jim was also responsible for the design and construction of the winch and gantry that made the lifting of the concrete easier.

Mention should also be made of the contributions of Brian Hurst, Alan MacKellar and Brian Rawlinson.

All round a fine effort for the society.

Ed.

A Message from the President.

To All Members,

At the Special General Meeting of the Society held on 5 - 8 - '80, it was proposed that a roster system be introduced for public running days to provide adequate staff to ensure smooth and safe running of our passenger trains.

Mike Tyson has been appointed ' Pro-tem ' as Roster Clerk, who, via articles in the Newsletter and personal contact, will initiate a 6 months trial period beginning January 1981.

I trust all members will co-operate with this proposal.

Signed. W.A.Richards.  
President. S.L.S.L.S.

Proposed Running Day Roster.

I intend to start the Roster as from January 1981, in order to do this I require from all members their preference for, (1) Elevated Running, (2) Ground Level Running, OR (3) Any of the listed Staff Positions.

A few Rules will apply to this Roster:

- No.1. If unable to attend as rostered it is the responsibility of your self to obtain a replacement and inform the Roster Clerk.
- No.2. If unable to find a replacement, at least one weeks notice must be given to the Roster Clerk.
- No.3. In the event of inability to attend under one week inform the Roster Clerk as soon as possible.

I have presented a minimum draft proposal for this Newsletter, however, if I have missed out any item or any item listed is in your opinion not required I would like all members to comment by the October General Meeting.

I look forward to your co-operation,  
Mike Tyson.



## Running Day Staff Requirements.

Station Masters.	6 minimum.	Duty Officer.	Elevated 1
Guards.	4 minimum.		Ground 1
Signalmen	2 + trainee.	Gate Keeper.	1
Drivers. Elevated	6 minimum.		
Ground	6 minimum.		

## Duties of Personnel.

**Station Masters.** To ensure the safe entraining and detraining of passengers. Check with guard before release of train, keep a check on running times, any train consistently late:- 1. Reduce load. OR 2. Replace or add motive power. Be responsible to Duty Officer and Items 5 and 6 in standing Orders.

**Guards.** To ensure that all passengers are seated before allowing train to move off and that train is stopped before allowing passengers to alight. Check with Station Master 'all clear' before blowing starting whistle, keep an eye on behaviour of passengers. Any persistent offenders to be reported to the Duty Officer or removed from the train. Be responsible to Duty Officer and Items 7 and 8 in standing Orders.

**Signalmen.** Connect power supply and test units. Operate runs as determined by Duty Officer. ie., 1, 2 or 3. Control release of trains from station with safety. Protect trains by being vigilant at all times. Be responsible to the Duty Officer and Item 4 in Standing Orders.

**Drivers.** Be vigilant at all times and be aware of position and meaning of signals displayed around tracks. Observe and keep to speed limit at all time, 8 Km/h or 5 mph maximum. Maintain a regular running time to ensure smooth train operation. Obey all signals from guard, be responsible to Station Master and Items 2, 3, and 9, in Standing Orders.

**Duty Officers.** Be available from 12.30 PM. to enable staff to carry out duties that require keys. Oversee the preparations prior to running time 2.00PM or as determined by circumstances. Generally oversee the running of trains and assist Guards with any problems. Be responsible for setting train laps, ie., 1, 2 or 3. Be responsible to all staff and Items 1 and 11 of Standing Orders.

## Standing Orders Running Day.

1. Open Compressor Room and Carriage Shed.
2. Check oil level in Compressor.
3. Unlock turntables.
4. Connect up fuel crusher and place all fuels in position, also air and water hoses.
5. Set up signals and points.
6. Set out Station signs.
7. Clean Station platforms.
8. Remove carriages from carriage shed, clean seats and running boards.
9. Marshal train sets and place sidings.
10. Set up Gate Keepers table, chair, etc., open main gate 1.40PM, take entrance fees.
11. Set up ticket sellers stand.

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Garden Roster.

Sept. '80. J.L.Hurst, J.Davies, R.Lee, N.Campbell, P.Shiels, J.Lyons.  
 Oct. '80. B.Hurst, B.Tulloch, A.Eyre, M.Yule, J.Hyde, B.Rawlinson, L.Davey.  
 Nov. '80. W.Edgecombe, P.Brotchie, G.Esdale, W.Allison, B.Donaven, B.Peake, J.Loishman.  
 Dec. '80. T.Arney, G.Farkas, M.McAulay, M.Tyson, A.Mackellar, H.Ryan, D.Price.  
 Jan. '80. W.Richards, I.Ramsay, T.Geraghty, D.Jones, W.Sandberg, J.Hagan.

CHARITY DAYS.CHARITY DAYS.CHARITY DAYS.

Two days are coming up soon: Crowle Home . 27th September.

Spastic Centre. 1st. November.

Clean Up Day. SATURDAY 30th AUGUST. This day has been set aside for a general clean up of the grounds. All members are asked to assist if at all possible.

BLUE MOUNTAINS RAILWAY SOCIETY will hold a NSWGR PROTOTYPE WEEK END over the October Holiday Break, Oct. 4th to 6th. Caravans or camping permitted on the grounds.

INTERCLUB VISIT. The host club will be the LAKE MACQUARIE LIVE STEAMERS, Edgeworth, from 9.00AM SATURDAY 25th OCTOBER. Members are invited to stay overnight and join in the clubs public running day on the Sunday. If running bring your own fuel and your boiler certificates. Please let Alan Mackellar know if you intend to go.

FILM NIGHT.FILM NIGHT.FILM NIGHT.FILM NIGHT.

This will be held on TUESDAY 2nd SEPTEMBER at 7.45PM at the usual meeting place, the Seascouts Hall, near the Ryde Bridge. Visitors are welcome.

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