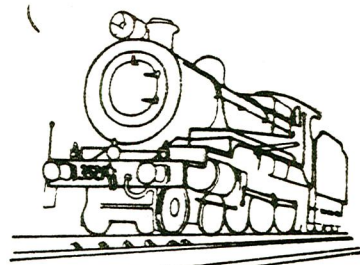


*Sydney Live Steam Locomotive Society*  
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# 'Newsletter'

Vol. 9 No. 3



August 1981.

## Annual General Meeting.

The Annual General Meeting of the Society was held on the first Tuesday in June. The Treasurer's Report was presented and accepted, and the Subscription set at the same rate as last year.

A request was made by our Treasurer John Hurst that the meeting consider the return of the Board of Directors as a complete unit. John explained that any change to the Board would cause changes to be made to the Loan arrangements under taken for our Club House. This suggestion was proposed as a motion by Barry Tulloch and seconded by John Lyons, on being put to the vote the motion was carried un-opposed.

The Directors are Bill Richards, President; Graham Sharp, Vice-President; Alan Mackellar, Secretary; Maurie Haynes, Trevor Arney, Ron Larkin and John Hurst as Treasurer.

Bill Richards announced that he would not stand as President of the Society after completing this current term.

## Secretaries Report 1980-81

Mr. Chairman and Gentlemen,

The past year has I feel been a most satisfying one. The retaining wall has been completed with the necessary filling behind the wall almost complete.

The locomotive stud has been increased with four 5" gauge steam locomotives and one petrol electric loco also in 5" gauge.

During the year a request was made by the A.A.L.S. for a list of the Societies Locomotive stud. The tally ( completed and in the course of construction ) came to 107. It was only after I sent the list off, I remembered a few more that should have been included. This did not include traction engines , etc.

The club house construction commenced in October. The progress to date I feel has exceeded our expectations. As of now , May 30th. , the roof trusses are being placed in position preparatory to fitting the roof. The enthusiasm shown by the members for this project has been most gratifying, and whilst one should not even attempt to predict a completion date, I feel we can look forward with confidence to holding our next A.G. Meeting in our own meeting hall.

During the year a committee was formed to update and increase our rolling stock. Ten new ground level trucks have been completed, with updating of existing trucks continuing.

The Convention this year, hosted by the S.S.M.E. at Luddenham was well attended by our members, as a matter of interest our locomotive representation was the highest of any club. ( 15 locomotives. Of the three trophies awarded, two came to our members )

The signalling systems are progressing, the elevated track system making great headway. This system will be something to see when completed. All redundant railway equipment is being utilised. The ground level system is in the hands of a committee and operation is envisaged in the not too distant future.

In conclusion I wish to thank all members for the co-operation and assistance given to me during the year. Without this co-operation the Societies operations and progress could not be what it is.

Thank you.

( signed ) Alan Mackellar.  
Hon. Secretary.

CHARITY DAY

SATURDAY SEPTEMBER 5th.



Report on the 1981 Convention Meeting of the A.A.L.S.

from Graham Sharp.

Bill Richards and I attended the annual Convention meeting at Luddenham and the minutes have now been received from the secretary, Keith Tinkler.

The attendance at the Convention was 1200 persons over the four days, 447 name tags were issued and there were 113 locomotives registered. These used about 2 tonnes of coal and 12,000 gallons of water.

Several items of interest were received at the A.A.L.S. meeting. The first was the coupling standards chestnut. The meeting generally considered the standard flat bar coupling 5/8" X 3/16" with 1/4" pins to be satisfactory with commonsense adaption for small models. However it was felt that 7 1/4" gauge standards need a larger coupling. It was agreed that those clubs using 7 1/4" gauge make a sketch of their couplings and forward them to the Secretary for circulation. Generally 3/8" pins in 1" X 1/2" bars seem appropriate.

The second point of interest was the question of brakes for trains. The Hornsby Society presented calculations and have provided a list of recommendations for train brakes based on their need for good brakes on their hilly tracks at Dural. These include :-

1. Distance between trains should not be less than 12 metres. ( 40 feet. )
2. Every train should be made up so that not less than 25% of its loaded weight is carried on braked wheels.
3. Each locomotive is to be evaluated for maximum train load, ie., number of braked and unbraked cars and their length if less than 6 feet.
4. When trains are not fully loaded, cars with brakes shall be loaded first.
5. The duty officer shall satisfy himself that each train has adequate braking before it is operated on the tracks.
6. Each train shall have a satisfactory distribution of passenger weight between braked and unbraked waggon as determined by the Station Master.

These recommendations have been presented for our consideration for their application to our Society.

Our Elevated Track Signals.

by R.W.Allison.

As part of the Elevated Track signalling, it was considered that it would be appropriate to have some full sized signals to operate from our 10 lever ground frame and as a result of a small resignalling project at Rosehill, ( to relocate the Aston St., crossing so that a bridge may be built at its original location ), the opportunity presented us with the chance to purchase two lower quadrant signals.

The first and smaller of the two was the Up 2nd Home at the Sydney end of the Rosehill platform. This had two arms on it, No.15, the main line arm, and No.14, Close up arm. This signal was unusual in being one of the very few fully mechanical lower quadrants to be fitted with a close-up indication.

The second was the Rosehill Down Home, a large right hand half bracket signal which sported three arms. No.1 was the Down Home arm, No.2 the bracketed arm to authorise movements to the Up platform, and a fixed distant arm for Camelia fitted below the main arm.

It appears that the bracket signal we obtained dates from July 1957 when it replaced a full bracket signal at the same place which had probably reached the end of its life.

The other signal has had a much longer existence, and has probably not changed much since the railway was constructed. Records show its post being renewed in September 1928, however it seems likely that our signal only dates from 1943 when the track layout was altered to accommodate the then new Drwn platform.

The old signals were replaced by colour lights on Sunday 3rd May and while the S.R.A. Signals Construction Gang were connecting the new works we moved in and reclaimed the lower quadrants. The smaller signal was dismantled by the Construction Gang as it obstructed the new colour light from being swung into place, however we did most of the work on the bracket signal. Suprisingly only one bolt refused to move and required hacksawing, some were only finger tight. As the arms, lamps and other fittings were removed they were lowered to the ground by rope. At first the signal swayed, but as most of the heavy weight was removed it became more stable, or we got more use to it.

The post was by far the biggest problem and after discussion it was decided to let the railway boys chainsaw it through while it was pulled down the

cont. over



Signals. cont.  
embankment.

However the railway chainsaw failed to work, so Paul Brothie, being on the spot with the good gear, did the honours. Unfortunately, the post broke in the fall, but not irreparably. Once on the ground it was a simple job with the oxy to cut the securing bolts and remove the platform and the steel dolly post.

All the parts were transported back to Ryde on Trevor Collett's truck, but the posts were left behind untill we returned, two weeks later with Peter Shield's larger truck and the chain block to remove those cumbersome items.

Once re-erected on our elevated track, they should be a sight to behold. as well as those mentioned, thanks go to Bill Richards, Bernie Courtenay and Alan Mackellar for their invaluable assistance.

#### Inter-Club Day.

The first of these days for this year was held at the S.S.M.E. track at Luddenham at the end of May. The day was fine but rather chilly as there was a fairly cold wind blowing. The overall number in attendance seemed down on other invitation days, perhaps it was too soon to return to the site of the very successful Easter Convention. Your Editor at last managed to run Z 2552 away from its home ground at Ryde. Knowing that the steam raising facilities would not be the same as West Ryde I had intended to take a gas bottle and burner to help get things underway. I remembered the said gas bottle when I was half way to Luddenham but two members of the Bankstown Live Steamers, Jack Shambler and Jack Gireson came to the rescue. Once out on the track an enjoyable run was had even if it was a bit slippery. S.L.S.L.S. were represented by about eight members.

#### Second Inter-Club Visit 1981.

The second inter-club day for 1981 will be hosted by the South Coast Model Engineering Society at Albion Park. The date of this day will be 7th November 1981. Members are invited to stay over for the host club's normal running day on the Sunday. Accommodation is available on site. For further information contact David Merifield, 042 96 1176.

#### Charity Day.

As mentioned earlier in this Newsletter there will be a Charity Day held on 5th September in aid of the Crowle Home. This event is much earlier than previous years so we hope it will be a success.

#### Christmas Party.

Although it does not seem long since last Christmas it is time to think about our 1981 Christmas running day and party as the next Newsletter ( November ) does not seem to give members sufficient notice.

The Christmas Party and Run will be held on the second Saturday in December, ie., 12th. 12. '81. Keep this date free, it is a good opportunity to renew friendships and enjoy the company of our members and friends in a relaxed atmosphere. There will be the usual childrens party followed by a B.B.Q. More details will be published in the November Newsletter.

#### Train Crew Roster.

Mike Tyson has asked to have the ground level roster continued.

September. Mike Tyson.  
Eric Holmes.  
Trevor Collett.  
Jeff Sorrenson.

November. Warrick Sandberg.  
Ian Ramsay  
Paul Brothie.  
Neil Campbell.

October. Ray Lee.  
Barry Tulloch.  
Trevor Collett  
Maurie Haynes.

December. Terry Geraghty.  
Maurie Haynes.  
Ray Lee.  
Eric Holmes.

If the rostered Drivers cannot attend please try to arrange for a relief.

Duty Roster.

Sept. '81. G.Sharp, B.Kilgour, R.Larkin, P.Hinkley, J.B.Hurst, C.Wear.  
Oct. '81. M.Haynes, J.Sorensen, P.Dunn, B.Courtenay, K.Sewell, W.Hamilton.  
Nov. '81. J.L.Hurst, J.Davies, R.Lee, N.Campbell, P.Shiels, J.Lyons.  
Dec. '81. B.Hurst, B.Tulloch, A.Eyre, M.Yule, J.Hyde, B.Rawlinson, L.Davey.

General News.

Membership. The following provisional members, Roy Miles and Bruce James, will be considered for full membership at the October meeting.

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On a sad note we were sorry to hear of the passing away of Nancy Hurst, wife of our Treasurer John Hurst, just before the A.G.M. in June. Our sympathies extend to John and his family. R.I.P.

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Boiler Inspectors. At the June meeting Stan Childs tendered his resignation as one of the Societies Boiler Inspectors. This position has been taken up by Jim Hyde.

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Galston Valley Railway. On the 12th and 13th of September the Hornsby Club will be holding a fund raising weekend at their Galston track. Members of the S.L.S.L.S. are invited to participate in this event.

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At the August meeting it was reported that there MAY ? ? ? be some change in the policy of the S.R.A. concerning the operation of the Archives Section. Plans, if they are still to be made available may become much more expensive than they are at present.

If you are thinking of getting prints of photos or plans it may wise to get these as soon as you can, if you think about it for too long it may mean you miss out.

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For Sale. N.S.W.G.R. 42106 petrol electric locomotive with driving car.  
4 1/2" New Gregco Lathe complete with accessories and stand.

Contact Maurie Haynes.

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Cakes are always needed for the  
afternoon teas on the public  
running days.