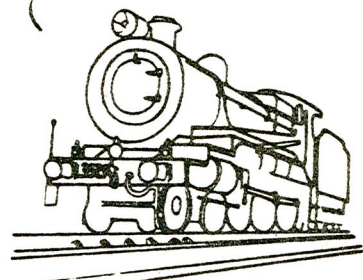


# Sydney Live Steam Locomotive Society

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## 'Newsletter'

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### Editorial.

The August meeting of the Society marked the start of a new era for the S.L.S.L.S. The meeting was the first to be held in our new Club House. While the building still has some finishing off to be attended to the stage had been reached where we could make use of it for our meetings.

The members who have worked so hard on the project should feel very proud of the first class effort that they have put in to provide the Society with this very important asset. Those of us who have not given much assistance on this project should be very thankful. Trevor Arney has co-ordinated the work and our thanks should go to Trevor for the time he has devoted to this building project.

It was perhaps fitting that the first Special General Meeting chaired by our new President, Jim Hyde, was held in the new club house. I would like to wish Jim, on behalf of the society, every success for his term of office and I feel that all members will give Jim as much support as they can.

At this point I would like to pay tribute to Bill Richards our retiring President. Bill took over the position of President in 1973 succeeding Cec. Gunning, the founding President of the Society. Bill has been active in many ways and has helped the continual growth that the Society has enjoyed. Here is a summary of the work over the past nine years that Bill has been connected with:- The layout of the existing 5" gauge ground level track, the design and installation of the 5" gauge depot and turntable. The manufacture and installation of the elevated multi-gauge locomotive depot. The manufacture of 5" gauge points in his own workshop.

Bill introduced the idea of using the ARC galvanised fencing panels and has been active in the negotiations and acquisition of the lever frame, signals and other associated equipment from the Railways Department.

Every Easter Convention since 1973 has been attended by Bill and he was the instigator of the twice annual Inter-Club visits.

Even though retired from office Bill will still play an active part in the Society, he will be involved with the relocation of the 5" gauge locodepot and turn table with the associated loading and unloading facilities.

Laurie Davey, on behalf of the members present thanked Bill for his work over the past years and made the presentation of a James Wynn painting of a locomotive very special to Bill, a D 57 class. This was followed by the general acclamation of the members.

I would like to thank Cec. Gunning for the notes about Bill.

John Lyons.

### Annual General Meeting.

This meeting was held on the first Tuesday in June and saw the nomination and election to office of Jim Hyde our new president. Alan Mackellar remains as Secretary and the board members are Trevor Arney, Maurie Haynes and Ron Larkin. John Hurst was again appointed Treasurer. The fees were set as the same for the previous year. Laurie Davey stated that a vote of thanks should go to the ladies of the Society who give such faithful service each public running day providing afternoon teas for the members and the public. The Secretary was to send a suitable letter.

If any members have not paid their current fees yet I am sure the Treasurer John Hurst would be pleased to accept them.



Ground Level Track Signal Box.

by Warwick Allison.

After a lull, work on the Signal Box is proceeding well. Lining of the walls is nearly complete with lining of the ceiling to follow.

The 240 volt wiring is well underway in conjunction with the lining. The box will have two internal lights, controlled by a dimmer for night operation. An outside flood light will illuminate the car sidings. This will be appropriately angled so as not to shine into the eyes of drivers on the inner main.

A telephone cable has also been provided behind the lining so that eventually telephones can be mounted on the rear wall.

The console will be installed along the front of the box and will be approximately 8' long. It is being based on the miniature lever type of console that is in use at Sydenham and Newcastle and previously Wells St., Illawarra Junction and Strathfield. Attempts were made to obtain redundant levers from the Department but as this was unsuccessful, a pattern has been made so that we can produce our own. We have had one casting provided and the result is very encouraging. After a jig is made to drill them, very little work should be required. Our console will take 48 of these levers, and with the existing trackwork on the 5" gauge a good proportion of these will be needed. Of course not all will be in at the beginning, but the basic arrangements are being made to accommodate them as required later as we extend the signalling. This is normal practice in full size. The console will be stained and varnished as is the prototype, but instead of fitting the levers at 2½" centres we have reduced this to 2" to produce a more compact and better proportioned frame.

A basic form of electrical interlocking, consistent with electrical simplicity is to be provided. What this means is that no signal will clear, unless the points are in the correct position and conversely, once a signal has been cleared, the points will not respond to attempts to operate them unless the signal over them is first put back.

To achieve this some signals will be operated by two levers ( one for each route ). This is normal practice in full size where this type of interlocking machine is in use and is the reason why signals are identified by a mileage based number plate instead of by a lever number as is now used in new installations.

Obviously the provision of points and signals for the complete operation of the ground level track will be a major job over some years. To enable this to be done simply, it is necessary to lay a final cable system throughout the controlled area with ready access points to it. This will consist of four termination boxes installed at strategic places. Each box will have cabling from it direct to the signal box.

This will allow us in the future, when installing new point motors, or signals to merely mount the new equipment and wire it to the nearest termination box. This should involve a minimal amount of work, so you can see how important it is to take the time and lay a good cable on which to build.

The first of these boxes has been built to check its suitability and ease of construction and it is quite satisfactory so the next three will follow shortly.

The signal box wiring terminations and relay panel will be mounted beneath the console.

Initially, instead of the levers, I propose to mount switches in the console and return to work some of our existing point motors. Once the cable has been laid this should follow very quickly and provide a good standard of basic operation on running days. The basic construction program is thus: 1. Signal box lining and console. 2. Termination boxes. 3. Termination box installation and cabling. 4. Change over of existing gear on to the new system. 5. Extension of system and provision of levers, diagram etc.

The signal box diagram should be similar to the present one for the ground frame, but due to its size will have a separate "pulling list".

Our system, although it will look mechanical (with the levers) will be totally electric. Because of this, it will be necessary to provide indications of correct equipment operation. Signal levers will be fitted with a "reverse light". When the signal lever is pulled, if all interlocking is OK the signal should clear and the "reverse light" will illuminate. Point levers will have two lights. One will indicate if the point is normal and the other reverse. Eventually I would like to provide a "point transit light". This flashes red when the points are moving or lose deflection and has the advantage of drawing the signalman's attention

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The Signal Box. cont.

if something is wrong. I expect to use LED's for these indications which are extremely cheap and very reliable. All these indications are standard in this type of interlocking in full size practice, so once members have mastered our box they'll probably be able to work a full-sized one. Which just goes to reinforce that our Society operates a real railway.

Thanks are due to members Jack Murray, Laurie Davey and Bernie Courtenay who are currently pressing ahead with this project with additional input from Bill Richards and Henry Spencer.

CHARITY DAY

CROWLE HOME

CHARITY DAY

This charity day will be held on the first Saturday in September, that is 4th. September 1982. All members who are able to should try to attend to help make this day a success.

Inter-Club Visit.

The second of these visits for 1982 will be hosted by the Illawarra Live Steamers. Running will begin at 9.00am on Saturday 23rd October, the I.L.S. have an elevated track catering for 5", 3½" and 2½" gauge locomotives, there is a 12 volt and a 240 volt power supply for steam raising.

This is the first time a visit has been arranged to the Illawarra Live Steamers new track, they would appreciate a good roll up.

The address of their new site is Stuart Park, Westside Squires Way, North Wollongong.

Hornsby and District Model Engineering Society.

The H and M.E.S. have tendered an invitation to the S.L.S.L.S. to join them for a running day / evening on Saturday 9th. October, 10.00am to 9.00pm. Please inform our Secretary if you wish to attend.

Duty Roster.

Oct. '82. W.Richards, I.Ramsay, T.Ceraghty, W.Sandberg, J.Hagan, R.Boyd, H.Spencer.

Nov. '82. G.Sharp, B.Kilgour, R.Larkin, J.B.Hurst, C.Wear, T.Collett, S.B.James.

Dec. '82. M.Haynes, J.Sorrenson, M.McAulay, B.Courtenay, K.Sewell, W.Haminton, E.Holmes.

September 1982. M.McAulay, T.Arney, G.Farkas, M.Tyson, A.Mackellar, H.Ryan, D.Price.

Duties connected with the Roster are as follows. Cut the grass, clean the grounds and check that the track is clear of vegetation. The coal supply should be checked to see that there is an adequate supply for the following running day. Early on the running day the toilets should be cleaned, the kiosk and apron swept clean.

Society Happenings. People and Trains and Things.

Congratulations to John Hurst Sen. and Jeff Sorrenson both of whom have been married in recent months. John's wedding was in June and Jeff's some time earlier. Our best wishes for the future.

On a sad note Jack Esdaille passed away at the end of July after a lengthy illness. Our sympathy is extended to Jack's son Gary, his brother Ted and their families. The Society was represented at the funeral service on August 3rd. Jack will be missed by the Society, a fine craftsman, his work was an inspiration to many of us. He was always prepared to share his expertise with others in his own quiet way. RIP.

Reg.Wood Sen., was at the grounds for the August running day. Reg is once again a Sydney resident. Good to see you back Reg.

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Society Happenings. cont.

John Tulloch, son of Barry and Elizabeth, is at present recovering from an accident in the Royal Alexandra Hospital for Children at Camperdown. John has both legs broken and will be in traction for at least six weeks. I feel sure that a card or two from some of the Society members would brighten things up for this little fellow no end. Hospital can be a lonely place for anyone let alone a young child, lets see what we can do to help cheer John up while he is in Hospital.

Jim Hyde is making good progress with whis 3½" gauge D 57 class. Earlier this month the boiler passed its hydrostatic test.

Bruce James had the chassis for his "Bantam Cock" 2-6-2, 3½" gauge on show a few running days ago. It should turn out to be a very nice model.

Ted Esdaile has had some of his latest projects on show. The Alchin Traction engine is now finished and looks very fine turning over on compressed air. The Trevithick locomotive has been running lately, a strange device, gas fired, the huge flywheel spinning it has propelled Ted back and forth around the track ( the crossing planks were in place ). August running day saw Ted and the Trevithick out and running again, an early retirement was made as the gas consumption was heavier than expected.

I am looking forward to seeing the Enterprise finished soon.

Plans are now in hand for the new bridge on the inner main ground level track. The D.I.R. have given verbal approval and we now await the written confirmation. The bridge will be fabricated at Ian Ramsay's Mt. Druitt works, those involved will be Eric Holmes, Bob Boyd and of course Ian.

A new water service has been laid through the ground and a new addition has been a genuine Railways Drinking Bubbler. August running day saw it getting plenty of use.

Preliminary work and planning is underway for the relocation of the 5" gauge steaming bay, turn table and unloading facilities.

Jack Murray was accepted as a full member at the August meeting. We hope that Jack has an enjoyable association with the society.

The last three running days your Editor's Z 25 has assisted Jim Hyde's C 38 with revenue service. While this combination probably never happened in full size practise the Z25's little wheels have managed to keep it ahead of the C 38.

On the ground level track, July running day, a Mr. B.J. Tulloch was setting a fine example of dress, driving C 3813 wearing black bow tie, white dress shirt set off with a folded newspaper cap, may be he thought he was rostered to drive the XPT..

August running day saw an incident where one of our most experienced drivers left the station on one occasion without the guard and then ran short of water and was forced to make an out of schedual stop on the main to top up. Reported by Bill Richards, we wont mention any other names R.L.

Locks on both turn tables and the main gate all now use the same key.

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