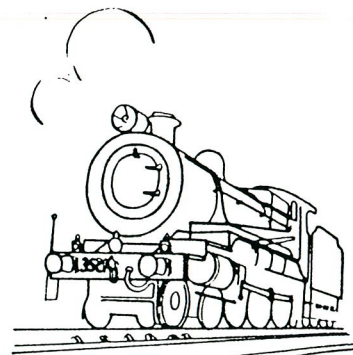


Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.

Newsletter
Correspondence.
The Editor,
P.O. Box 124.
West Ryde. 2114.
N.S.W.

'Newsletter'

Vol. 20 No. 3



August 1992.

President's Report 1992.

The past year has seen the deaths of three of our members, Rod Brown a foundation member, Jack Murray who took charge of the completion of the fitting out of the clubhouse from Trevor Arney who had taken it to lock up stage and David Price who in times of better health had been a regular attender with his locomotive.

The membership at present is 68 full members, 3 of whom are life members, and 3 provisional members.

One new locomotive came into regular service this year.

Our new pedestrian footbridge over the tracks at the southern end of the grounds was opened to the public on the July run day just nine months after the commencement of construction in October 1990. This enabled the elevated and outer ground level tracks to be relocated to provide adequate clearance between passing trains in that area.

The conversion of one of the old toilets to a shower room is proceeding, all that remains is the installation of the water heater, basin, shower screen and ceiling.

The beginnings of a workshop has been built into the old kiosk with a bench for the drilling machine, vice etc., together with new lighting, a 3phase power outlet and some additional shelves.

A new compressed air pipeline has replaced the old pipe which had corroded badly near the coalcrusher.

New concrete beams with galvanised steel have replaced many of the beams on the elevated track which had deteriorated as a result of corrosion of the reinforcement steel. The old beams are being recycled to retain the earth embankments on the western boundary.

The kiosk, so ably run by the ladies has had another very successful year especially on the Ryde Bicentenary Charity Day, those ladies would welcome some additional helpers. The Society is most grateful for the help given by the ladies concerned.

Our annual charity day for the Crowle Home in September was a great success with a record number of rides which in turn was exceeded by the March Bicentenary Day of 2792 rides between 1.30pm and 5.30pm. More members attending with or without locomotives on our run days would be greatly appreciated.

Four members attended the annual convention held in Melbourne and a number attended the interclub visit at Mudgee.

Finally I wish to thank the Directors and members for their help and support for the past ten years I have been President of the Sydney Live Steam Locomotive Society Co. Cp. Ltd., and am sure the incoming President will be assured of a continuation of such assistance in the years ahead.

Jim Hyde.

Annual General Meeting.

Jim Hyde retired after 10 years as President and Graham Sharp after 20 years as Vice President.

Officials for 1992 -1993.

President, Bernard Courtenay.
Vice President, Jim Hyde.

17

A.G.M. cont.

Secretary, Henry Spencer. Treasurer, John Hurst.
Directors, Warwick Allison, Bill Richards, Peter Shiels.

It was suggested that our next major work should be the drainage, paving and possible roofing (of portion) of the ground level round house. Members suggestions for scope and methods of construction for this job are sought.

Work has commenced on removing the bank at the southern end of the Club house on the inner main ground level track prior to eliminating the double reverse curves between the club house and the bridge.

Work is in progress to construct a " weed spraying train ". A pump, spray nozzles and hand sprayer have been purchased, a battery has been donated by Mike Tyson and construction is to commence to convert one of the old riding trucks into a spray unit.

Train Day Report. Saturday 6th June 1992.

Even before dawn on this winter day the call boys were out and about. First call was for Driver Potter at Spring Terrace loco depot 0345 hrs, Hornsby 0600 hrs for Yard Controller Bernie Courtenay. 0630 hrs for drivers Haynes, Geraghty, Larkin, Spencer, Brotchie, Kilgour, Allison, and for all train staff and depot personel.

By 0730 hrs the loco at West Ryde was busy with engines being prepared for the days events. Breakfast call at 0800 hrs was very welcome, with bacon and eggs, tomatoe toast, tea and coffee being prepared by the West Ryde catering service. The day by now was clear of the early morning fog and was sunny and warm. The depot a hive of activity, and the train staff, signal men, yard staff all active.

Train notices were issued to answer queries, " whats my train ", " what time ", " what load ", " what time out ".

The first locomotive away was the yard shunter ex loco 0945 hrs, as usual driver Geraghty " fired up " his Brute and Annoconda B0-B0 two minutes before time, as one member remarked , He only needs a " crocodile clip ".

Drivers Brotchie and Geraghty were busy forming up trains and with the co-operation of the signal box, yard controller , many confusing instructions given by all and sundry (mostly ignored) the first train was shunted into Central at 10.15 hrs.

Again with lots of HELP from all Driver Spencer arrived 10 minutes late but left Central with No.17 Newcastle Passenger on time at 10.30 hrs. The non stop run of 36 minutes was on time and after leaving Gosford for the 42 minute run to Newcastle was delayed by Fettle Peter Dunn at Wyong for 6 minutes. No. 17 recovered the lost time and arrived at Newcastle on time at 11.50 hrs. with only one stop for fuel and water.

Trains No.s 622, 47, 289, 113 all departed from location on time but suffered many set backs and hold ups, one train was " discovered " in the yard head shunt having been there for 23 minutes waiting for a green signal.

Signalman Bernie was heard to remark " I can only read this B/*-/?** time table upside down, oh well ."

Much confusion took place when the 4 main trains had to cross from the outer main to the inner main (2 trains) and from the inner to the outer (2 trains) an 8 minute crossing blew out to 40 minutes. By this time the signal box crew Bill and Bryce decided ' lunch time ' was the way to go.

Unfortunately two trains were still trying to cross, so Drivers Kilgour and Potter did the only right thing, a true Queensland Railway way parked their trains on the mian line and also went to lunch.

I am fully convinced anyone running at train day at West Ryde needs his head examined before, during and after.

For those who took part I have only admiration for their determination to make it work, many lessons were learned on the day. Thus :- 1. A must in any self respecting timetable a " lunch time " for all must be rostered, also make certain the time table can be read from all angles.

Train Day. cont.

- 2. Assume no one knows how to run a Railway.
- 3. Have many but for goodness sake DON'T get it right otherwise No Fun.

On the Elevated.

This portion of the days event was a 16 K.m.^{RUN} in four stages, clockwise and anti - clockwise.

The first division got away 10 minutes late with Driver Larkin in charge of approx. 1200 lb. of urgent freight.

After about 6 laps I understand Driver Larkin felt a desire to " take off " (must have been talking to John Hurst) and found that steam locomotives with four cars of freight require a take off speed in excess of 6 mph, and fell to the ground, so ended the non stop run. Driver Larkin says he knew what he was doing as he had seen Drivers Geraghty and Tyson do it a few years back.

The final event of the day was the B.B.Q. provided by President Bernie. The next train day may be November, I will keep you posted.

Mike Tyson. The Train Controller.

note. It was very fortunate that both Ron and the 35 escaped serious injury in the off track escapade.

Duty Roster.

- Sept. '92. J.L.Hurst, J.Davies, R.Lee, P.Shiels, J.Lyons, P.Lyons, P.Brotchie.
- Oct. '92. B.Hurst, B.Tulloch, A.Eyre, J.Hyde, B.Rawlinson, G.Esdaile, A.Austin.
- Nov. '92. B.Peake, W.Allison, J.Leishman, V.Condon, F.Collins.
- Dec. '92. G.Farkas, P.Dunn, M.Tyson, H.Ryan, K.Gapes, K.McMahon.

Gate Roster

- September. V.Condon, October, R.Larkin, November, B.Hurst
- December. J.Davies.

General News.

From the Central Coast Steam Model Co-Op an invitation to their 11th Birthday run to be held Saturday 5th September, 10.00 am to 5.00 pm at their grounds on Showground Rd., Nararra. For other details contact Henry , let him know if you intend to go.

We also have an invitation from the Wagga Wagga Society of Model Engineers Co-op Ltd., To attend the 4th Annual Invitation Run at Wagga Botanic Gardens Saturday 31st October and Sunday 1st November 1992. Fuel will be provided - no compressed air available Further details on the notice board.

The week end at Barry Potter's was enjoyed by all who attended in spite of high winds and heavy rain on the Saturday afternoon and evening. Thanks to Anne and Barry.

Brian Greenfield has been admitted as a full member while Max Gay has been admitted as a provisional member.

The shower recess in the old club house should be complete by now.

Relocation of the inner main track between the club house and the bridge is in progress with about 80% of earth works complete. When the new rails have been fabricated labour would be appreciated for laying - ballasting etc.,.

***** Crowle Home Charity Day. Saturday 21st November, at our grounds*****
Hornsby Club birthday run 10th and 11th October 1992.

PATENTS AND INVENTIONS
 EDWIN HERR, U. S. and Foreign Patent Agent, 211 G St. Washington, D. C. Fee after allowance.

INTERNATIONAL LODGING ROOMS, 41 N. Albert Street, Baltimore, Md. Tel. 100

TRADE MARK

BALTIMORE AND OHIO R.R.

TIME TABLES.

SEPTEMBER 1, 1877.

Containing Time Tables of the Main Line Baltimore & O. R. R., and all Branches East and West of the Ohio River.

H. A. MILLER and J. F. JONES, ENGINEERS.

SHORTEST AND QUICKEST ROUTE

Celebrated Medicinal Springs and Summer Resorts OF MARYLAND AND VIRGINIA.

The 6.15 A. M. Train has Puller Cars Through to Steubent!

Three Fast Trains to the West Daily.

Quick Time! Elegant Equipment! Steel Halls! Fine Scenery! Splendid Hotels!

L. M. COLE, E. B. DORSEY, THOS. B. SHARP,
 Gen. Managers, Agents, Baltimore, Md.

Touching PATENTS and INVENTIONS, consult
 B. E. J. RILEY, 614 Ninth Street, Washington, D. C.

A. H. FRYANS & CO., PATENT AGENTS, Established 1857. Rooms 15 & 20 MAY BUILDING, Washington, D. C. Copies of Patent Laws sent free on application.

No. 25. ← 1878 → NOV.

TIME TABLES
 OF THE

BALTIMORE AND OHIO RAILROAD

THE GREAT NATIONAL ROUTE
 BETWEEN THE

EAST AND WEST,

—PULLMAN PALACE COACHES—

AND

Magnificent Day Cars

BETWEEN

New York, Philadelphia,
 Baltimore and Washington,
 AND ALL THE

PRINCIPAL CITIES
 West, Northwest and Southwest.

THIS IS THE ONLY ROUTE BETWEEN

THE EAST AND WEST
 Via Washington City.

W. M. CLEMENTS, G. H. HOUCK, L. M. COLE,
 Gen. Managers, Baltimore, Md.

THE

BEST ROUTE

BALTIMORE AND OHIO RAILROAD

BETWEEN

BOSTON, BALTIMORE,
 NEW YORK, RICHMOND,
 PHILADELPHIA, WASHINGTON,
 AND ALL POINTS

EAST AND SOUTH-EAST,

AND

Cincinnati, Chicago,
 Louisville, Columbus,
 Memphis, Indianapolis,
 New Orleans, Toledo,
 St. Louis, Omaha,
 Kansas City, San Francisco
 AND ALL POINTS

West, North-West and South-West.

Steel Rail, Double Track, Pullman Palace Cars, Magnificent Scenery, Superior Dining Halls, Loughbridge Air Brakes, and all the modern improvements that render traveling Pleasant, Safe and Comfortable, are to be found on this Popular Line.

J. P. Dukhart, J. A. Mattingly, L. S. Brown,
 Gen. Managers, Baltimore, Md.

PATENTS (If you have a Patent, call on C. H. WATSON & CO., 407 Seventh Street, Washington, D. C.)

COZINE HOUSE,
 On the European Plan,
 Corner of Fayette and Harlan Sts., BALTIMORE.

OYSTER AND FRUIT CANS
 AND
CANNED GOODS.
 Standard CANS and Strictly First-Class CANNED GOODS.

PINE APPLES AND SUGAR CORN
 OUR SPECIALTIES.

SMITH & WICKS,
 Foot of Mill St., BALTIMORE.

PATENTS (If you have a Patent, call on C. H. WATSON & CO., 407 Seventh Street, Washington, D. C.)

EARLY TIME TABLES featured speed and safety and sometimes when space was left over canned goods!

WINTER TIME TABLE.

WABASH

RAILWAY

TO THE WEST

From Toledo and Ft. Wayne
 TO
KANSAS CITY

Without Change.

NO OTHER ROUTE

Can offer the same Facilities and Accommodations to Families going West.

This is the Only Route with Through Cars!

This is the Only Route that never misses Connections!

EMIGRANTS TO THE WEST
 WILL FIND THIS THE
BEST ROUTE
 AFFORDING THEM THE
 LEAST NUMBER OF CHANGES
 AND
 THE QUICKEST POSSIBLE TIME.
 Special attention paid to this class of travel,
 and EVERY CONVENIENCE afforded.

SPECIAL EMIGRANT RATES
 CAN BE OBTAINED BY THIS ROUTE
To All Points West,
 AND
EMIGRANT OUTFITS
 Are taken through at the Lowest Current
 Rates of Freight.

A. L. HOPKINS, General Manager.
R. ANDREWS, General Superintendent.
H. C. TOWNSEND, General Passenger and Ticket Agent, Toledo, Ohio.

WABASH

RAILWAY

Through Car Route
 CARS ARE NOW RUN THROUGH VIA THIS ROUTE FROM

BUFFALO, TOLEDO,
 Indianapolis and Chicago,
 TO
ST. LOUIS, QUINCY,
 HANNIBAL, KEOKUK,
 PEGORIA, BURLINGTON,
 St. Joseph, Atchison,
KANSAS CITY
WITHOUT CHANGE.

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SPECIAL EMIGRANT RATES
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To All Points West,
 AND
EMIGRANT OUTFITS
 Are taken through at the Lowest Current
 Rates of Freight.

DAY COACHES
 AND
SLEEPING CARS

WABASH LINE

From TOLEDO and FT. WAYNE
 TO
Kansas City
 A Distance of 700 Miles
WITHOUT CHANGE.

NO OTHER ROUTE

Can offer the same Facilities and Accommodations to Families going West.

This is the Only Route with Through Cars!

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WINTER TIME TABLE.

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