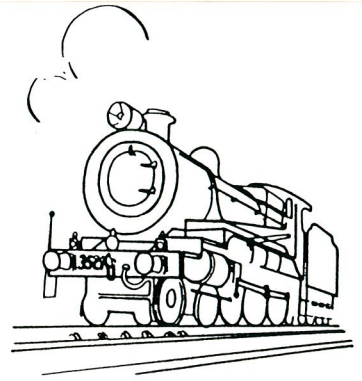


Sydney Live Steam Locomotive Society
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Newsletter
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'Newsletter'

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President's Report 1995

In recalling the events of 1994 - 1995, one achievement by the members stands out - the construction of the new pedestrian bridge. This project was talked about for a number of years while other more urgent tasks were undertaken. With the continuing deterioration of the old timber structure, it was decided that a replacement was urgently needed. The design brief included that the bridge must span four tracks and two platforms, be fabricated and erected at the grounds, and be installed without interruption to a running day. All this was achieved on time and within the estimated cost. This bridge is a credit to the team that pushed the project through, and reflects well on the society.

Elsewhere, work goes on around the grounds to improve the amenities for the members and the public. Track fencing continues, but the end is in sight. Most of the post and wire fence is in place, and it is proposed to build an embankment around the lower end of the outer track in lieu of more fence posts. The problem of children encroaching on the track seems to have been eliminated.

A new flagpole has been erected outside the Clubhouse, and it considerably "sets off" the appearance of the railway on open days.

New track has been fabricated to replace old - style panels on the outer main, in conjunction with the re-modelling of the carriage shed yard. A good deal of track was laid with the inner main deviation and all the new track incorporates some new features, steel sleepers which are the same section as the rail for longer life, and timber sleepers 2" x 1 1/2" x 12" long. In addition, weedmat is placed under the ballast. The new track appears to be stable and smooth riding. Also the radius of the new curves (240') has been made a standard, and is in fact the same as the curve on the eastern side.

The bottom inner curve continues to provide a fair amount of work for the per - way gang and thought has been given to alternative track foundations and expansion joints. Otherwise, the railway functions well and is standing up to the rigours of busy running days.

The elevated track, which is very popular with the public, but which does not see as many trains running as in past years, has been rejuvenated recently with new concrete beams and new sleepers. Also, the full-size ground frame (ten-lever) which has stood in splendid isolation for so long, has been rodded to the lower points and wired to the full size signals adjacent. As work continues on this interesting project it is hoped that more trains will run on the elevated. I personally would like to see more of the smaller gauges get a run, as many of these models are becoming historic in their own right.

Last year the gardening roster was rewritten in the hope that the work could be more equally shared among the active, while acknowledging that there are those who cannot or will not participate on work days. While it is by no means perfect, the roster seems to be working but will only continue to do so with everyone's support. The same applies to the gate roster. The sale of tickets has been taken up by one or two members and we are very grateful to them. Assistance for these gentlemen would be appreciated.

While on the subject of running days, it can be seen from the Treasurer's report that we continue to be well supported by the public, and I believe that they, in turn, are well served by our members. Everyone of us who attends public days knows that they will be in for a busy day, whether in the signalbox, on the platforms, in

the guardsvan, breathing coal smoke all afternoon, in the canteen, or on the gate. I feel I am right in saying that none of us do this because we have to, but rather because we WANT to - and because we want to run the show, we attempt to do it as best we can, collectively. Our engines, carriages, the track and our crews are on top of the job, and we present ourselves as competent model engineers not only by these things, but also by our appearance, language and attitude. I believe it is important to pass on these standards to new members.

I cannot leave the subject of public running without mentioning public liability. We know that once we accept people into our grounds we have what is called a duty of care in regard to their safety. Over the years we have been fortunate that by our diligence there have been few accidents, and the minor scrapes have been quickly attended to and duly reported. Recently a more serious accident resulted in recommendations from the departmental inspector and our insurer : that is, to make such improvements to our operation to make it as safe as possible, and to provide a " responsible adult " on the last carriage of every train, which means for us, a club member. If in practice, it now means that trains have to be marshalled to accommodate this requirement, then the members are reminded that the Track Superintendents are the persons delegated to carry this out, and it is up to the rest of us to assist them in every way in order to run the railway safely. As far as improvements to carriages and track goes, there have been a number of suggestions put forward and I hope that the most promising of these can be sorted out and trialled. It is perhaps ironic that we rely on public support for our activities here, and yet it is public liability through increased insurance costs and litigation which poses a threat to these very activities. Our Society therefore continues to support the AALS and AMBSC and the effort of these bodies to standardise matters affecting the hobby, and in their dealings with government agencies on our behalf. We maintain personal with officials and have been able to put forward our views on certain matters which could affect our operation.

On a slightly different note, this year saw a change in focus for our traditional Charity Day. Due to changing times, it was decided to redirect the proceeds from this day to a new charity, although at this stage, no firm decision has been made.

Our hobby revolves around the design and construction of miniature steam locomotives, and it is therefore always good to see new examples arrive at the grounds, or old ones, resurrected from some dusty corner often in many pieces. This year we saw Jim Leishman's new SP "pacific" freshly painted and looking great. I am sure it will go as good as it looks. Jeff Sorensen's C 3142T is back into its stride. Ken Baker's improved "simplex" has had its first and very successful steam trials. Paul Taffa's newly acquired Hunslet should be amongst the traffic soon. Alan Mackellar's NSWGR "M" class tank will be a masterpiece, as are all Alan's engines. Hopefully one SMR no. 20 will be in steam soon (no promises!). Other members including Brian Rawlinson (Blowfly) are busy building, and their workmanship is a credit to them. The younger members are also having a go, and we hope that they will feel free to ask the old hands for advise, and bring their work to the grounds for us to see.

During the year, our members visited other clubs including Mudgee, Lake Macquarie, Galston and Illawarra. Later this year we will visit Canberra and Wagga. Also our Vice President represented us at the Townsville Convention, and brought back a detailed report. SLSLS will be hosting the NSW August inter-club meeting and we are looking forward to this as it has been some time since we last held such an event.

In conclusion, what is our vision for the future? We have a new twenty year lease in final preparation, and so hopefully we may soon plan with confidence. Since projects are the life blood of any Society, suggestions for worthwhile projects are always welcome, especially those which will improve the appearance and operation of the railway and, as well, help to consolidate our position here with our neighbours and the surrounding community. One point often emphasised during our negotiations with Ryde Council over recent months, is that we are a community based organisation and a valuable recreational facility for the Municipality.

Finally, my thanks to all members for their co-operation and good spirit during my time as President, and I wish my successor Warwick Allison every success as the new President.

Bernard Courtenay. June 1995.

General Appendix. Our " General Appendix " has been amended to provide for guards on all trains hauling passengers and an updated copy is attached. All members should read this and be aware of the requirements for public running.

Elevated Track Signalling. by Warwick Allison.

By the time this is read our ground frame should be finally operational. I've done some research and the work was started over fifteen years ago, the August 1980 Newsletter reporting on the slab for the ground frame and associated fence relocation. Of course we had the levers for many years prior to this; the project being one of the late Cec. Gunning's dreams.

At this stage only the south end points will be operated from our lever frame, the crossover being for the future!

There is something extremely satisfying about pulling those big levers. If you do not know what I am talking about come and have a go !

Of the ten levers in the frame five will be in use. Our lower quadrant main line signal, ex West Ryde's old back road, is fitted with a " reverser " that automatically returns the signal to stop after train passage. A switch is provided to cut out this feature when not required. The " Relph Disc " signal , ex St.Marys , will be to my knowledge the only working example left, so this is certainly historically significant.

The ten lever type "G" ground frame is again , to the best of my knowledge, the only example of this configuration. (It was built to an official railway drawing in which we found some dimensional errors which suggests they never built one in practice !) It is, of course fully interlocked and can be locked up when unattended. This leaves one thing.....

Position Vacant.... Elevated track Signalman.

The project has attracted many helpers, all who played a vital part, over the past few months. Many thanks to all those who have assisted to bring the project to fulfilment

Charity Support.

At the last meeting, August, it was agreed that the Society would offer its support to the " **Malcolm Sargent Cancer Fund for Children in Australia** " This group provide valuable back up support for the families of children undergoing treatment for cancer in the Sydney and Newcastle areas.

From the Canteen. Laurelle Larkin.

Inter-Club Day, 26th August.

We need lots of cakes, scones, slices, pikelets or what ever you like making to feed the multitudes on this day. We need the supplies for morning and afternoon teas as well as lunch. Thank you for what ever you are able to supply.

**ANOTHER PLEA FOR HELP
NOVEMBER CHARITY DAY**

As this is the first time we are supporting the above mentioned charity we are hoping to be able to put a bit of extra effort in to the day to boost our donation to this cause.

Can you crochet face washers, make jam, cook lamingtons, make lemon butter, whole cakes for sale or what ever your talent may lend its self to , or maybe your friends or neighbours can do some of these things.

As this day is close to Christmas we feel that it is a good opportunity for people to buy some of these items for gifts, so if there is anyone who has time to make anything for this day, we are hoping to set up a stall outside the kiosk to sell these items and show this organisation we really care and want to do what we can to help. Lets try to boost our donation, three or four items each would make a good sale. If you are able to help please phone Diane Lee, 533 5959, or, Laurelle Larkin 634 4210.

THANK YOU THANK YOU.

Best wishes for Julie Lee, Susan Tulloch and Stuart Larkin for the HSC examinations, not far off now.

General Items.

On the evening of the last Special general meeting all the signals were lit up, including the signals on the elevated track. They did provide a very impressive sight, but, I feel, that some ground mist would have added to the atmosphere.

Inter - Club Day. Saturday 26th August. Help will be required to man the registration table, run the BBQ, signal box etc., there will be an AALS meeting in the Clubhouse at 2.00 pm. Mike Tyson is to arrange a display on the theme of the NSWGR's 140th Birthday.

Narooma Public school Visit. This will take place on Thursday 31st August, if you are free and are able to assist and / or run a locomotive you will be most welcome. Contact Henry Spencer for details.

Flying the Flag. Now that we have a new flag pole it has been considered that we need a new Flag. If any members have ideas for a new design they are invited to submit them to the Secretary for evaluation by the membership.

Discussion took place as to whether to create a garden around the base of the pole.

" Lost Sleepers " Brian Kilgour has given his time to find a good price for the replacement timbers for the crossing over the elevated track at the top end of the ground. Some of these crossing timbers recently " vanished " and when the new ones are delivered some sort of security will be organised.

And while we are talking about crossings Brian has made inquires re. the purchase of an aluminium platform to replace the light walk boards in use up to now.

Oil Drum. The Sump Oil Drum is now 3/4 full, if any member brings any more sump oil please fill the storage drum and take your container home !!!

Signal Box Deck Railing. Peter Shiels is to investigate the design and construction of railing for this deck using some material already on hand.

Dorrigo. Trevor Collett has sent details of the out of court settlement reached by the two sides in this lengthy dispute. Read the details on the Club notice board. Thanks Trevor..

Duty Roster.

Sept. '95. J.L.Hurst, J.B.Hurst, A.Cottrell, J.Lyons, P.Lyons, B.Peake, M.Yule.

Oct, '95. B.Hurst, J.Davies, A.Eyre, J.Hyde, K.McMahon, D.Mulholland, B.Rawlinson, J.Tulloch, B.Tulloch.

Nov. '95. W.Richards, K.Baker, R.Larkin, S.Larkin, R.Lee, M.Lee, J.Leishman, J.Ranford, M.Tyson.

Dec. '95. R.W.Allison, R.Barlow, H.Brammer, T.Geraghty, B.Greenfield, J.Mulholland, L.Pascoe.

Gate Roster.

September. J.Noller. October. L.Pascoe. November. B.Peake. December. J.Ranford.

New Member. At the August Meeting John Tulloch was voted in as a full member. Congratulations John we hope you enjoy your association with the Society.

Fire Protection.... Brian Kilgour has priced a suitable fire extinguisher, for a home workshop. A Quell A/BE 4.5kg suitable for wood and / electrical or flammable liquid fires. Cost \$142.00, service fee \$12.00 per two years or so. A bulk order could reduce the cost per item. If interested contact Brian SOON!!!!

Filing Machine requires a good home and restoration. Contact Barry Potter 063. 65 6030

THE SYDNEY LIVE STEAM LOCOMOTIVE SOCIETY

GENERAL APPENDIX

1995

1. PURPOSE

- 1.1 This Manual exists for the purpose of informing members of our responsibilities in safely operating our miniature railway for the public.

2. OBLIGATIONS OF THE PUBLIC

- 2.1 The public are informed that, in the interest of their safety, they should:

- follow directions given
- keep their feet on the footboards
- not lean over
- not carry children in arms
- not video on moving trains
- not consume alcohol on the premises

A sign, advising the above, is displayed at the public entrance.

- 2.2 Before the train is set in motion, the passengers are advised to keep their feet on the footboards, sit up straight and do not lean over.

3. TRAIN OPERATION

- 3.1 Train speed must not exceed 8 km/h.
- 3.2 The maximum number of passengers on a train is 30, carried on 6 carriages, each of 5 passengers.
- 3.3 Trains hauling passengers must carry a guard.
- 3.4 Trains must be adequately braked.
- 3.5 Steam locomotives must have current boiler certificates.
- 3.6 Operations are under the direction of the Track Superintendent.
- 3.7 Drivers must bring the train to a halt, on directions from the guard, or other members.
- 3.8 Drivers must obey all signals.
- 3.9 Guards must keep a sharp lookout and bring the train to a stand in order to warn passengers when necessary.
- 3.10 Locomotives left unattended are to be secured.

4. STATION WORKING

- 4.1 The station entrance is to be closed while trains are in motion.
- 4.2 After loading, passengers are to be advised to:
- keep their feet on the footboards
 - sit up straight
 - do not lean over
- 4.3 Passengers are to sit wholly on the one carriage, facing forward.
- 4.4 Operation of video cameras on moving trains is not permitted.
- 4.5 Young children must be seated on the carriage and not carried in arms.

5. STAFFING

- 5.1 Locomotive drivers and guards are to be over the age of 18. Only drivers approved by the Track Superintendent will be permitted on the track during public running.
- 5.2 Signalmen, and station attendants are to be approved by the Track Superintendent and be over the age of 18. These functions may be performed by staff between the ages of 15 and 18 under supervision.
- 5.3 Non essential personnel in the Signal Box must leave if requested by the Signaller.

6. HANDLING INCIDENTS

- 6.1 In the event of a derailment, the following procedure is to be followed:
- 6.1.1 Protect the rear of the train.
- 6.1.2 The guard is to attend and ascertain if there are any injuries.
- 6.1.3 If necessary, the guard is to request the driver to assist, who will attend after securing the train.
- 6.1.4 The guard and driver are to give assistance where required.
- 6.1.5 Injured are to be assisted to the clubhouse for first aid attention.
- 6.2 A first aid kit is located in the clubhouse and will be kept well supplied.
- 6.3 A "Record of Injuries" book is to be kept and when first aid is rendered the following details are to be recorded:
Date, Time, Name, Address, Nature of Injury, How Caused, Driver's Name, Guard's Name, Person Giving Attention, Details of Witnesses.
- 6.4 Members of the public with complaints shall be directed to the Secretary, Track Superintendent, or one of the Directors.