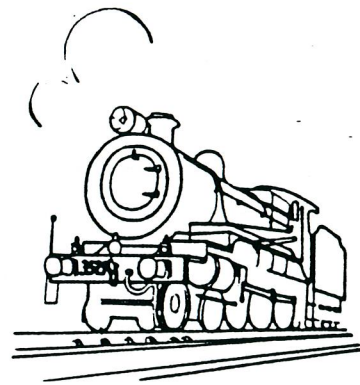


ALWISON
Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.

50
YEARS

'Newsletter'

Vol.26. No. 3
August 1998.



President's Report-1997/98-Our Fiftieth Anniversary

1. Society Activities

1.1 Running Days

The year in review gave a good result for running days with only two days affected by wet weather while some others were rather warm. This resulted in us giving 21,700 rides which was almost the same as for the previous 12 months. The injury rate of 0.023% is only marginally above the previous year and is maintaining the improvement made with the ballasting of the cars and the fitting of end boards to the ground level cars. This is pleasing however we do need to be continually vigilant and careful in our operations to ensure passenger safety.

The charity day for the Malcolm Sargeant Cancer Fund held in November was a success with over 2100 rides being given. The ARHS and our Christmas run in December was threatened by a week of bush fires and fire bans. Bill Richards did some ringing around & we obtained the assistance of some non-steam locomotives. In the event the ban was lifted at Friday midnight and we were able to steam. It was a good day with the ARHS BBQ enjoyed by our members and guests.

As was the case the previous year, the proceeds of this day were donated to the Malcolm Sargeant Cancer Fund.

Our 'Presidents Breakfast' was held on the first Saturday in May and was affected by rain. This did not deter a good rollup of members who enjoyed a hearty breakfast barbequed between showers. Some members ran despite the weather, and a most enjoyable time was had by all.

We ran for Narooma School in November, as has become our practice, & the kids were most reluctant to leave!

1.2 Our Fiftieth Anniversary

To celebrate our 50 years an invitation weekend was held over the March running day weekend. The weekend turned out to be exceedingly hot. Despite this there was over 3000 rides given on the Saturday after our 10am start. The whole event from the sprucing up the grounds received prior to the weekend, through to the special working bee on the Friday and the operations on the weekend itself was a credit to the members. Visiting members from other clubs as well as our own members who came from as far away as Adelaide, added to the diversity of the event as did the special display of members work in the clubhouse. The Saturday concluded with a BBQ tea which was enjoyed by all present. At midnight a total fire ban was declared but we managed to obtain dispensation from the local fire authorities which allowed Sunday running by our invited guests and members. Speeches were made by your President, and then the Mayor of Ryde Councillor Peter Graham responded. Barry Glover, President of AALS then spoke of the contribution we had made to the movement. The ladies did a marvellous job of serving the official party and all visitors a BBQ lunch. In all, a most memorable occasion in which to mark our fiftieth anniversary. Thank you all for your efforts.

1.3 Social Evening

A social evening was held at Ryde Eastwood RSL on 2 August 1997. This was the first night out for many, many years (in fact since 1975) and was a great success with 38 attending. This is being held again this year close to our anniversary date and hopefully will be a regular feature.

1.4 Financial Results

This year's financial result is similar to the previous year. The Society is maintaining its good value pricing for our customers and the attendances we attract on our running days has allowed us to fund our improvements and events without financial concern.

1.5 Projects

Following the success of the end boards fitted to the ground level cars, and prompted by an incident the elevated carriages have had end boards and buffers fitted with standardised drawgear. These have improved the appearance of the elevated carriages.

A trial anti-tip rail has been installed along the elevated station area. Work is also being carried out to standardise carriage widths to match. The compressor room has had a new concrete floor installed to avoid it filling with water.

The elevated crossover was finally connected up to the ground frame, and this gives new possibilities on the elevated track. This is the materialisation of Cec Gunning's dream for the operation of these points completed 10 years after his passing.

All ground level cars have had the brake systems inspected and new diaphragms fitted to most as well as other repairs. Painting of the steel work in the loco depots is progressing as is galvanising of the removable steel components.

Two new inner main sidings have been provided and these are in a very attractive location. Work is progressing on the construction of new larger radius curves to permit curve easing to improve passenger stability on the main line near these sidings.

There has been considerable effort involved in the general maintenance of the grounds and carriages including repainting, pruning, floodlight maintenance, lawn mowing etc, etc. Many thanks to all the members involved in these activities.

2. New Locomotives

While not exactly newly built, with Brian Carter and Jack Greirson becoming provisional members we gained two locomotives to the SLSLS allocation. Brian's is a 5 inch gauge steel boilered 0-4-0, while Jack's is a 3½ inch gauge 38 class. Both have seen duty on public running days. John Tulloch's acquisition of a 5 inch gauge 17 class has provided a useful pilot for the expresses and a 5 inch gauge tram to the AME design was built by the Allison boys. The Hurst "Princess" was restored for the Anniversary run and created much attention. I am aware that there are several locomotives in an advanced state of construction and I look forward to reporting progress in future President's Reports. Several new carriages also appeared, in particular Brian Carter's ride in brake van is a fine piece of work and a bit different to the normal 5 inch rolling stock.

3. Interclub Activities

The Queen's birthday weekend saw many members attend the Illawarra Hot Pot. In October a number of members attended the weekend at Galston. A good contingent of members attended the Newcastle invitation day. Unfortunately we were not represented at the convention due to distance, however an enjoyable time was had at Orange by several members, at their interclub in early May.

4. AALS & AMBSC

We welcomed Barry Glover to our August meeting to speak on the AALS Insurance scheme. While we have not signed up, there are some benefits and advantages that may be attractive and it will be kept in mind. We submitted a number of amendments to the Operating Code of Practice. These were sent out for postal ballot, and with the support of the AALS Executive, they were accepted in the vote as declared at the AALS AGM. With these changes I believe that the code is an acceptable document for Societies to follow. With over 40 societies voting, there has been a significant improvement in the involvement of clubs and this must be a good trend.

During the year we also made suggestions to improve the operation of AMBSC. This will no doubt continue to be discussed.

We put forward Ken Baker as a boiler inspector and was pleased when acceptance was given by AMBSC. These are critical positions for the continuance of the Society and Ken is to be thanked for taking on this role.

5. Our Present and Future

The Society currently has 5 provisional members and 67 full members, which includes 4 life members. This maintains our membership at a similar level to recent years and we welcome them to the Society. I would like to see a small but steady growth in members to enable us to more comfortably staff our running days.

The council stormwater drains that are going to be put in the grounds at the car park end still have not eventuated. However a meeting was held with the Contractor and we have now been advised that the work will be done toward the end of the project in 1999. This is the best option for the Society and will minimise the disruption as far as practicable.

The history of the Society has been written and is with the printers. This will place on the public record the role of this Society in the development of the hobby and standards that are now commonly accepted in the movement.

I would like to thank the ladies for the continuing reliable and efficient operation of the kiosk. This is an important aspect of the running days as it provides a necessary facility for the public and the members. The supply of cakes for sale and the stocking of supplies, the cleaning, the interaction with the public and the many other tasks that the ladies contribute to are very gratefully appreciated.

This year, because it is our 50th Anniversary, there has been an outstanding effort put in to the organising of the many activities we have had and are still to hold. I would like to thank Brian Kilgour our boiler inspector without whom our locomotive operation would slowly come to an end. I would also like to thank our able and hardworking Secretary Henry Spencer, who handles an incredible amount of correspondence as well as all the administrative tasks. Henry's skills at keeping our council contractors on the right track will mean we will never know how bad it could have been! Bernie Courtenay has been instrumental in the organisation of the Anniversary weekend and President's breakfast and John Lyons who capably produces our Newsletter on time every time. Again, and as I mentioned at the Anniversary weekend, I must acknowledge the contribution of John Hurst, who, at this Annual General Meeting, officially achieves 50 years as the Sydney Live Steam Locomotive Society Treasurer, a most unprecedented record.

We are now entering our 51st year of operation. Our founders would be proud of the achievements of the Society. It is the members who support and move this Society forward, and we have dedicated and talented members. I encourage you all to participate to the full, to sustain our development and enjoy the experience of a pastime that we like to share with others. In this way the Society will grow towards its next 50 years.

Warwick Allison

June 1998

May Running Day.

The May running day was as good as a wash out. The weather forecast held true with showers on and off. Warwick had his "V" class in steam and ran one train on the ground level outer track. The gates had been opened but there was no charge and rides were free. Most trips were close to full capacity. The track was a bit slippery, causing problems on, I think, the second lap. Having the track sanded saw no further trouble. The small crowd built up sufficiently for Bill to get out the "crowd control signs" I left at about 3.00pm, with some of the clouds looking very threatening. The rain did not eventuate and Warwick continued for about another hour, probably in the vicinity of 300 rides were provided for the customers who had braved the weather. On a brighter note, it was rumoured that the proposed drainage work on our grounds may not now be started till some time in 1999.

June Running Day.

This was a good winter running day. It was cold but there was a good crowd and long queues all afternoon. On the ground level we had Warwick, 'V' class on the inner with trains on the outer track hauled by Peter Shields, C39, and Ray Lee with his V.R. 'S' class. The elevated track was served by Paul and the "Hunslet", Jim Leishman, 4-6-2 S.P., Ken and the "Simplex" and Bernie with his S.M.R. 10 Class. The 10 Class took four trucks and a guards van and handled the load with ease.

At the southern end of the ground there are now signs of the impending drainage work. Our fence has been moved in about a metre and part of the car park is fenced to provide the worksite storage area, a few small holes have been dug and some trees removed.

July Running Day.

In sporting terms "play abandoned due to rain". For the second time in three running days the weather has won. However Warwick had the "V" in steam and it did provide a visual spectacle steaming up the grade on the outer ground level track, steam every where (especially with the drain cocks opened). The main gates stayed locked. The members present enjoyed a cuppa and a chat and an early afternoon.

SLSLS Archives

Graham Kirkby has donated a large collection of colour photos of the SLSLS Anniversary weekend held on the 21/22 March 1998. These have been placed in a photo album along with some other much older photos in the Society's possession and are available for members perusal. It would be appreciated if these were replaced in the library and not removed from the grounds. Thanks Graham. These have been supplemented with photos of the anniversary dinner from Jim Leishman and Warwick Allison. Members may like to write their names (spouse too!) next to the photo for future reminiscing.

Council Recognises John Hurst

As official recognition of his 50 years as Treasurer, Ryde Council officially presented a certificate in recognition of this achievement to John, at a special ceremony held for those who have contributed significantly to the community. John has subsequently framed & donated this certificate to the Society at the AGM, where it was gratefully received by the President Warwick Allison on behalf of the Society. Congratulations John, and thanks for this marvellous gesture.

Wollongong Hot Pot Run

Several members & locos made the trip to Wollongong over the Queens Birthday long weekend in June. the weather was just right for running steam trains and the company & endless soup was great. The bi-directional running on the Sunday afternoon was a pleasant change to the normal "follow the tail of the one in front routine" and was good fun. It certainly put the Signallers to the test. I think they had 6 track marshals out controlling the train movements in addition to the comprehensive signalling arrangements. Thanks to the Illawarra members for a great time.

AALS & AMBSC

The are proposals afoot to hold sessions for boiler inspectors. These are to help provide a level of consistency with inspectors understanding and application of the codes. A similar session is being planned on amusement device and occupational, health & safety considerations for directors & other interested members. They will also help address the current retraining expectations of the various State's WorkCover groups. These promise to be quite informative sessions. Starting with Victoria it will take up to 2 years to cover all the States.

We have also received a copy of the draft code for copper boilers-issue 7 1998. Anyone wishing to view, analyse, comment, suggest or stickybeak is welcome to do so. A copy is available in the clubhouse.

Diary

1 September	Directors meeting 8.00pm
5/6 September	Central Coast Birthday Run
19 September	Running Day (also Bankstown InterClub run!)
26/27 September	Canberra Invitation Run
6 October	Members Meeting
9/10/11 October	Galston Birthday Run
17 October	Running Day
24 / 25 October	Visit to Barry Potters.
31 October/1 November	Wagga Wagga Invitation Run
3 November	Directors meeting 8.00pm
21 November	Charity Running Day & next Newsletter!
1 December	Members Meeting
5 December	Christmas BBQ

19 December Running Day
 *****Members film night???????????

Name Badges

Members who would like to order a name badge, (these are the white writing on black background traffolyte badges) should add their name to the list on the notice board and they will be ordered in due course. Cost will be around \$6 each.

Anniversary Book

By now all members should have received their copy of the Anniversary Book. These are also available for sale on running days at \$9 each. Brian Carter has made arrangements for them to be on sold through various outlets to avoid us becoming a mail order house. These include *Australian Model Engineering*, the ARHS bookshop, Emco at Auburn, Ernie Winter, HobbyCo, Toyman Imports, Bergs Hobbies, Plough Books and Camden Miniature Steam Services in the UK. Our web site has been updated with the details. You might be interested to know that as part of the copyright act we were required to send copies to the National Library, State Library, Sydney University Library & the Parliamentary Library. You would have to wonder what the Parliamentary Library does with it all! We have also sent copies to the local Ryde library, the Mayor, and *Model Engineer* in the UK. Henry has been busy posting out the members and other freebie copies. Brian has used his salesman skills to entice the retail outlets to stock our publication.

Brian even approached the local West Ryde newsagent, who declined to take any! Many thanks Brian & Henry for the work that has gone into this.

Our Anniversary Dinner

Saturday night of the 11th July saw 102 members and friends enjoy a memorable occasion at the Deniston Bowling Club. One would wonder where all these well dressed gentlemen and their partners turned up from. It was certainly a different style of outfit we usually wear on our side of Park Lane. The turn out was very good, some members we had not seen for many years, to mention Tom McMurray, John Hagan and former member Les Thompson all the way from Victoria. The meal and the service provided by the Club was excellent, I do not think anyone of us could have found a fault. Bernie acted as M.C. and Warwick gave an appropriate address. Presentations were made on the night to the three foundation members. Brian & John Hurst were presented with an engraved plaque of the Society's logo and a small presentation to commemorate their 50 years with the Society. Alan Mackellar unfortunately could not be present. A special presentation of a framed numbered print was made to John Hurst in recognition of his 50 years as Treasurer. Joe Huntley could not resist the temptation to say a few words (this of course was quite predictable, but what he says is always entertaining!). At the conclusion of speeches the Anniversary book was distributed.

Alan Mackellar subsequently received his presentation at an impromptu presentation during morning tea on the running day.

Amusement Device Documentation.

A consolidated system for proving compliance with O,H & S requirements has now been put in place. The folder is in the clubhouse and members may peruse the paperwork any time. This folder ties together the various processes already in place, such as the injury book, the incident book, Policy, & General Appendix, boiler codes & AALS codes, with the WorkCover exemption from registration. A maintenance plan for our rolling stock is included. The main need is to ensure that when any inspections or repair work is performed on the carriages, a note is made in the rolling stock record sheet. Each carriage is listed and only minimal effort is needed to complete an entry. Also included is a list of 'competent operators'. Please peruse this, and if anyone is unsure of what the implications are, please see Warwick or Bernie.

Works Reports

Inner Main Deviation

Work is progressing on the track panels for the deviation of the inner main curve. 14 panels are being made which will do both the curve and the adjacent sidings. By the time you read this, the track should be very near to being in place.

Elevated Signalling

Peter Shiels has supplied the steel pipe and components for the new elevated track home signal to be located at the top station. Mick & Scott Murray have installed a new fence post and diverted the weld mesh fence to allow room for the signal's installation. They have also dismantled, cleaned & painted the balance weight lever & operating rod.

Miscellaneous

If you thought there was something useful in our old clubhouse and can't find it, its probably because its been there for years and has finally been decreed to be surplus to requirements! Our very own obsessive, compulsive, tidy freaks, Bernie & Henry have the place looking very ship shape!

Council Drainage Works

We have been advised that this work will now occur between Monday 18 January 1999 to Friday 12 March 1999. This means that the February running day will not be held. A working bee will be held on Sunday 17 January to lift the track and remove those elevated track beams that are likely to be in the way of the works. On Saturday & Sunday 13 & 14 March will need to get the track back into position. Hopefully we will be able to do some work earlier as the contractors finish some sections of the work. Negotiations will need to occur closer to the event to finalise details.

Club Running Days.

Mike Tyson and Ken Baker have plans to introduce some activities to make the first Saturday more interesting. Goods train running and shunting exercises are being considered along with a BYO BBQ. There will be more information to follow, we will need some activity when the track is taken up during the drainage work.

Garden Roster.

Sept. '98. B.Richards, W.Fletcher, F.Collins, M.Gay, R.Larkin, S.Larkin, D.Lee, J.Noller, G.Robertson, H.Spencer.
 Oct. '98. A.Mackellar, W.Allison, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, V.Scicluna, P.Shiels.
 Nov. '98. B.Courtenay, K.Baker, B.Carter, V.Condon, J.Grierson, M.Haynes, L.Pascoe, J.Sorrensen, N.Sorrensen, P.Taffa.
 Dec. '98. J.L.Hurst, A.Cottrell, J.B.Hurst, J.Leishman, J.Lyons, P.Lyons, B.Peake, M.Tyson, M.Yule.

Gate Roster.

September. J.L.Hurst. October. B.Hurst. November. D.Jones. December. B.Kilgour.

Boiler Expiry Dates to mid 1999.

R.Larkin.	N.A.88.129.	5" 4-6-0 C3503.	20. 5. 98.
J.Hurst.	N.A.70.28.	3 1/2" 4-6-0 King.	3. 6. 98.
K.Baker.	N.A.95.140.	5" 0-6-0 Super Simplex	5. 8. 98.
J.Leishman.	N.A.92.134.	3 1/2" 2-6-2. Mountaineer.	5. 8. 98.
W.Allison.	N.A.72.55	3 1/2" 4-4-2. Maisie.	30. 9. 98.
W.Fletcher.	N.A.69.22	3 1/2" 4-4-0 Schools.	30. 9. 98.
J. Leishman.	N.A.87.125.	5" 4-6-2. PS4	7. 10. 98
V.Scicluna.	N.A.93.136.	5" 0-4-0 + 0-4-0 Heisler.	4. 11. 98.
B.Tulloch.	N.A.70. 35.	5" 4-6-2. C3813.	18. 11. 98.

W.Fletcher.	N.A.93.139.	2 1/2" 4-6-0 Pearly Grange.	13. 1. 99.
A.Cottrell.	N.A.89.130.	3 1/2" 4.6.2. Britannia.	3. 2. 99.
R.Lee.	N.A.92.133.	5" 4-6-2. VR S class.	25. 5. 99.
B.Courtenay.	N.A.93.138.	5" 2-8-2 SMR. 10 class.	25. 5. 99.
M.Tyson.	N.A.95.141.	5" 2-8-0. D5112.	25. 5. 99.
W.Allison.	N.A.90.131S	5" 2-8-2. WAGR V class.	12. 7. 99.

Warwick's Anniversary Dinner Address.

Sydney Live Steam Locomotive Society

How We Developed.

Since the research that was conducted for the production of our Anniversary Book, there has come to light some additional papers that shed more detail on the Society's early days. Of course this occurred just as the book had been submitted to the printers! However it is worth recalling as it gives the background as to why we developed the way we did.

The first constitution was considered and adopted at the inaugural meeting of the Society on Tuesday 13 July 1948. Since that time there have been a number of reviews of the Constitution. The most significant occurred when the Society became a Co-operative from 1 May 1977. Since then the affairs of the Society have been capably reported in the Newsletter. I think it will be worthwhile to recall the events in the period prior to this.

The qualifications for membership of the Society have always been tough. Nominations for membership had to be in writing and proposed and seconded by members of the Society. They had to be received prior to January for consideration at the Annual General Meeting in June. In 1963 this was amended to being in the hands of the Secretary at least 3 months prior to the meetings in June and December where these matters would be considered. New members or associate members would be accepted only on a unanimous vote by secret ballot. This was amended in 1962 to 75% of the members. From 1953 membership was restricted to 25 members. This was increased to 35 in 1961.

If this was not hard enough, at the time of the application for full membership, the candidate had to own a passenger carrying steam locomotive, such locomotive to be in full working order and capable of fulfilling such conditions as may be required by a Committee, consisting of the President and Secretary, who shall jointly report to the Society.

If you did not own a locomotive, then you could apply for Associate membership providing you had a passenger carrying locomotive under construction. You then had to report each 3 months to the 'Committee' and if requested by the Committee, produce the completed parts for inspection. If you did not make satisfactory progress, the Associate membership would be liable for cancellation. However, on completion, full membership status was obtained automatically. Associate members could not vote.

Members paid a 2 Guinea entrance fee and a £5 debenture. With the 2 Guinea fees, this amounted to about \$145 in today's value. Associate members were also required to pay the debenture. Fees increased to 7 Guineas in 1962. This took a new membership to about \$220 in today's value.

Early on the meetings were held in the Hurst boardroom in Martin Place. These were very formal affairs with members attending in suits and ties. Barry Tulloch describes it like being at a Board meeting for BHP.

From the beginning the officers of the Society were the President, Secretary and the Treasurer. In 1967, a subcommittee was formed to revise the constitution. The only remaining member of this committee is Barry Tulloch. In this the office bearers were proposed to be increased by the addition of 2 committee men, one whom was to be the Public Relations Officer. In the event, the additional positions were not progressed. It was also proposed that no member could be elected to the same office for more than 3 consecutive terms, except where there were no other nominations. This also did not eventuate.

One change that was incorporated was an additional statement in the aims of the Society "To take such steps as may be prudent and necessary to obtain maximum safety in the operation and running of all locomotives and equipment on the Society's tracks and properties." I don't know what prompted this, but it was at the time when AMBSC was being formed.

An additional category of Affiliate member was proposed for those over 16. Full members needed to be not less than 21 years old. Associate & affiliate members needed to be over 16. The number of full members was to be unlimited, however associates and affiliates were not to exceed full membership numbers. Only full members had voting rights.

In 1965, John Hurst moved that Rule 3a (the requirement to own a locomotive) be set aside in the case of Bill Richards and that he be elevated from Associate to Full member in recognition of his loyal participation in the Society's activities. This was passed and eventually with the introduction of the Co-Op, the requirement for locomotive ownership was dropped. Bill of course went on to become the Society's second President.

Commercial?

Even in those days the Society had differing opinions among the members over the form of its activities. In the newsletter for August 1967, President Cec Gunning wrote "Despite the opinions sometimes expressed, our visiting public on Running Days are as essential to us as are customers to a business, for it is from them that new members are wrought and we also realise our prime aims and objects. (The 1967 Aims & Objects had "to promote in any way possible the interest in Miniature Locomotives"). I am aware of one members resignation because of the Society's policy in regard to public passenger hauling. He said "I cannot accept the widely held view that this activity is desirable and necessary for the Society's growth and the financing of impractical and unnecessary track extensions and grandiose facilities". He disliked the trend of the club toward dependence on the public purse through public passenger hauling.

Running Days

Public running days were the second last Saturday in the month. By 1970 they had changed to the third Saturday in the month.

The Site

At the meeting in December 1967, a proposal was discussed to relocate to Lidcombe between the main lines and goods lines. This was brought on by the possibilities of expansion of the track including a new 7¼ inch gauge track. Fortunately this did not proceed as tenure on the land proposed would have easily succumbed to commercial pressures. Today this site is a container depot!

The Newsletter

Ian Sommerville was newsletter editor during 1966 & 1967 and for a while newsletters were issued monthly. The difficulty of keeping up with a schedule like this soon took its toll and it wasn't until late 1969 that Stan Childs took up the reins. They then appeared on & off until mid 1971. Finally in February 1973, a new look newsletter with the 35 class logo appeared reasonably regularly on a 2, 3 or 4 month basis (depending on what news was offering) edited by Reg Wood. Reg capably produced a high quality chatty news sheet. This was taken on by John Lyons from the January 1977 issue and from this time the regular 3 monthly arrangement was set with newsletters in February, May, August and November.

Boiler Inspectors.

Probably the biggest omission in the book is acknowledgment of our later boiler inspectors. The boiler inspectors are appointed by virtue of their skills and knowledge and provide a year in, year out service without which we would slowly grind to a halt. To the best that I have been able to determine, the periods that our boiler inspectors have been active are shown below. It is fairly apparent though that Jim Hyde, George Farkas and Brian Kilgour were actively participating (officially as witnesses) for quite considerable periods prior to the listed dates.

Cec Gunning	1948 to 1988	Cec Mckellar	1948 to 1973
Stan Childs	1967 to 1984	Jim Hyde	1981 to 1996
George Farkas	1985 to 1994	Brian Kilgour	1995 to Current
Bernie Courtenay	1996 to Current	(Boiler Inspector in Training)	
Barry Potter	1996 to Current	Ken Baker	1998 to Current

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Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shopping centre. Telephone (02) 9874 8696 Postal Address: The Secretary, PO Box 124 West Ryde NSW 2114

Web Page Address: <http://www.pnc.com.au/~wallison/sls/sls.htm>

Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each