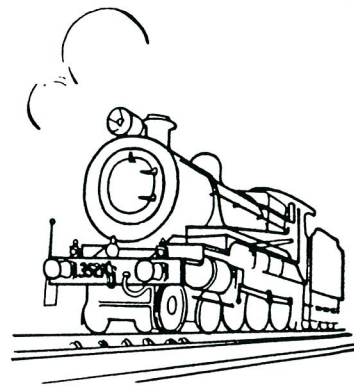


Allison

# Sydney Live Steam Locomotive Society

Anthony Road, West Ryde, N.S.W.



## 'Newsletter'

Vol.28. No. 3.  
August 2000.

### President's Report-1999/2000

#### 1. Running Days

At last the council drainage works were largely behind us and from the August running day, attendances returned to normal. Full details of each running day are contained in the newsletter. From 14,553 rides in 98/99, we managed 21,457 in 1999/2000. The average for the last six years is 20,830, so things are definitely up the up. The injury rate of 0.02% has fallen to 0.018%. This is pleasing however we do need to be aware that the statistics are small and only one or two extra grazes or bruises can effect the figures significantly. Members are very aware of the need for constant effort to ensure safety and are to be commended for their active vigilance in this area.

Special thanks needs to be given to the ladies who assist in the kiosk. This is an important part of our activities for the public as well as our members and is a very professional and efficient operation.

Our charity day for the year achieved 2585 rides (which was up on last year). Income was donated to the Malcolm Sergant Cancer Fund. We also hosted a day for the sick kids which was organised by Malcolm Sergant, and despite a run of wet weather leading up to the event, the day was fine and very successful.

The Society also had a visit from Narooma & Kent Road Schools, and had its own special events for members and friends including our Christmas party, and a most enjoyable New Years Eve (& then New Years Day) run.

#### 2. Financial Results

The lingering effect of the drainage works shows up in the financial report, however the effect is much less than last year and the bank balance has shown a significant increase over the year, despite the major expenditures on new works and maintenance. As it was reported last year, it is a tribute to the Treasurer for his sound management of our funds and to the members contribution through support of running days that we have not in any way had to curtail any activities for reasons of funding. I would like to thank our Treasurer John, who, now having exceeded 50 years in the position, has settled down for the long haul. We greatly value his contribution. We also appointed a new auditor due to John Davies standing down. John has audited the books for as long as I can remember and we thank him for his contribution. We welcome Brian Rawlinson as our new auditor.

#### 3. Our Membership

We now have 73 members which includes 3 provisional members. Sadly we lost Ron Larkin and Colin Wear during the year. Our membership continues its very slight overall increase in recent years, but I believe the percentage of active members has significantly increased which is pleasing to see. I enjoy a day at the grounds whether it is a running day or not, and the light banter, helpful tips and teamwork on our projects all contribute to a pleasant environment that I am sure other members share.

#### 4. Projects

The Society has advanced significantly during the year with the work expended on our projects. The successes during the year include the ever present track upgrading; the completion (at long last) of the fencing of the ground level track; the rehabilitation of the seating in the grounds; the provision of rubber matting adjacent to the track over the gridmesh drainage pit cover; the clubhouse was carpeted; the ballast siding was rebuilt; the signal box and clubhouse have been repainted; the deadend turnout arm and bracket was erected on the

elevated track home signal & connected to the ground frame; an entrance path has been concreted through the newly grassed area; additional plants have been planted; LEDs have been installed in some signals, while two new cantilevered structures are in hand; and a brick retaining wall along the inner main is well under way. As well as work on the grounds ongoing carriage maintenance including replacement of brake diaphragms, and more recently bearing renewal has been carried out.

I must not forget the usual and ongoing maintenance activities which are also carried out by members. We keep repairing the lawn mowers and brush cutters, and the ongoing gardening all help in having our grounds very presentable to our public.

### 5. Model Engineering Activities

Unlike last year this has been a year with small but significant progress on the locomotive front! Brian Rawlinson's 'Blowfly' has made its debut and is a welcome addition to the fleet. Mick Murray has produced an industrial diesel, and Andrew Allison has an A10 class tender. I am aware of other locos well in hand-in-particular a very well detailed 19 class is undergoing final assembly and should be running soon and a 'Conway' is not far off being steamed. Other members have obtained some of our live steam heritage and it is good to see these back in the Society.

### 6. Interclub Activities

Visits to other Societies, and to Brisbane for the convention this Easter have been enjoyed by members. At the convention Andrew Allison received the AME Under 25's Award for his A10 tender. Andrew follows John Tulloch so that this award has now been won by our Society two years running. Members have also been in force at the Illawarra Live Steamers Hot Pot run, the Lake Macquarie Live Steam Locomotive Society's birthday run, the 'Blowfly' rally at Orange, Hornsby's Birthday weekend and scale train timetable run, Wagga's invitation run and Western District's interclub run. Visits to other Societies plays an important part, not only in enjoyment, but in the exchange of ideas, and encouragement on both sides that such activities promote.

### 7. AALS & AMBSC

Our motion to the AALS AGM to delete the fine scale track standards was carried. This means that there is now only a single standard for 5 inch gauge, and this is a significant achievement for the future of the gauge. We were also heavily involved in the development of a proposal for AMBSC on the qualifications of boiler inspectors, and this is currently on the table for comment.

Last June the Society hosted the AMBSC & AALS training sessions for NSW clubs. This event was attended by over 50 representatives of NSW clubs and was a showcase for our Society. The sessions and the catering went very well. These sessions have now been held in all States and your President has provided the Worksale training component. This has been a wonderful opportunity to visit other clubs and meet other model engineers. The sessions have been virtually universally acclaimed, despite some initial reservations by some people, and I believe have further united the hobby across Australia. Full credit should be given to Barry Glover for persevering and progressing this aspect of the hobby.

### 8. Our Future

We have a very professional membership running a fine miniature railway. The quality of our grounds and equipment is a public showcase of the efforts of the members, and we have not rested on our laurels, but instead keep on improving our grounds.

Special mention should be made of those who have taken on special tasks. Their regular and reliable attendance to such tasks is such as to cause most of us to be unaware of their effort they put into their roles due to the outward appearance of a smooth functioning Society.

Our newsletter also goes from strength to strength with a strong mix of informative reports of the day to day operation of the Society with other special items of interest not seen in other publications. The latest issue of 12 pages is a culmination of this steady maturing and the willingness of members to contribute items. The change is continuing with more photos and a different presentation being considered. Thanks go to John Lyons who reliably edits and publishes it on time, every time.

Our Chief Train Controller, Barry Milner most capably organises and supervises the train running.

We should not forget our boiler inspectors Brian Kilgour and Ken Baker, without whom our activities would come to an unimaginable end.

So many members contribute that it is largely impossible to mention them all during this short report. Vernon, who sells the tickets month in, month out; the girls, Liz, Di, Sue, Joy and Mrs Eyre who (wo)man our kiosk each running day, plus other special events; Bill who (amongst many other things) ensures that our refreshments and BBQs are always well catered for; and my fellow Directors who take a lead role in our activities. In particular the prodigious effort that Henry puts in as Secretary is greatly appreciated. The efforts of these people and the members in general, through our common cause and good nature ensure we move forward in harmony. I am very proud to be your President. I believe the future of the Society is extremely bright.

Thank You.

Warwick Allison

June 2000

## Running Day Reports.

### May.

The day dawned fine and was by all accounts just about the perfect weather for our activities. This was reinforced during the afternoon with 2206 rides being given. There were plenty of locos to provide the motive power and the opportunity was taken to change locos, which makes things a lot more fun. On the ground level, Warwick and the 'V' started out on the outer on one train, with John Hurst barking along with the other. On the inner, Ray Lee ran the 'S' and Peter Shiels with 3901. Ray's blue train ran very well after the bearings had just recently been replaced. This saves Ray from going home and having to check his valve events while trying to find out why he had difficulty with the load! The bearings had been on the cars 20 years and went under water a couple of times, so they have earned their keep. On the elevated, Brian Carter ran 'Perseverance' with its usual enormous load, and Jim Leishman ran the Ps4. Jim had to retire with a cracked water gauge glass, and was replaced by Bernie and the 10 class. Bernie and Ken (with Simplex) had previously replaced Warwick on the outer, only to be changed when John & Barry Tulloch (oiley 59 plus H class) finally left the depot. Henry with the 'R' with Max and 'Bitza' replace Ray on the inner, and Warwick (after turning) replaced Peter Shiels. Jack Grierson ran light on the elevated, and it is always good to see the smaller locos in steam and running. Warwick experienced difficulty with water carry over due to a suspected overdose of treatment (where *was* that junior driver!). The V carried on but did not sound its usual self and spent a lot of time trying to influence the rainfall.

We were visited during the day by a film crew from Channel 7 filming us for an episode of the Weekender which was screened on 24 June and provided us with some extra publicity.

### June.

Our first winter season running day for the year saw a reasonable crowd on a cold day with high cloud but no indication of rain. During the afternoon we catered for 1957 passengers. On the elevated track the service was provided by Bernie Courtenay, SMR 10 class and Jim Leishman, Ps4, each hauling three cars and a guard's van. Bernie was using his own distilled water supply, reducing the build up of deposits in the boiler. On the inner ground level track Max Gay, "Bitza" ran the usual combination with Henry Spencer, TGR. R Class on one train while Warwick Allison WAGR "V" Class, took charge of the second.

The outer ground level track saw John Hurst, 4-8-2, in charge of one train while the second train provided the spectacle of a triple header, Barry Tulloch, D5902, Graeme Kirkby, 2401 and John Tulloch with his "H" Class.

### July.

What a top day. For mid winter the weather could not have been kinder. Since the last running day Channel 7 had screened the segment on the SLSLS on their "Sydney Weekender" program and the extra publicity had a lot to do with giving Mick Murray the busiest time that any gate keeper has had in ages. Every time round the track past the entrance there was a queue waiting to get in for most of the afternoon.

The line up for the elevated track at times was mixing in with the end of the line for the outer ground level track. There was an impressive line up of locomotive power for the afternoon, the outer ground level track running two triple headers. John Tulloch, "H" Class, Jeff Sorensen, C3142 and Barry Tulloch, D5902 ran one combination while the other was made up of Max Gay, "Bitza", Henry Spencer, "R" Class and the lead engine, a very fine looking saddle tank "blowfly" called "Rabbit" driven by Geoff Murray of the HMES.

The inner ground level had Ray Lee with C3803 on one train and the roster for the second train was shared by Peter Shiels, C3901, early in the afternoon to be relieved by Warwick Allison, WAGR "V" Class, for the conclusion of the day.

The elevated track provided a variety of motive power. Jim Leishman, Ps4 hauled three cars and a van, Ken Baker "Simplex" started with three cars but reduced the load to two cars and van. The Mulholland Pannier with Jim at the regulator took one car, Jack Grierson ran his 3 1/2" C3806 light engine and Stuart Larkin after a break of a few running days hauled two cars with C3503. In all the afternoon resulted in 2876 rides, the best afternoon's result for some considerable time.

#### **AALS State Representative.**

The Society has nominated John Cummings (Blue Mountains Railway Society) as State AALS Representative. The position has been vacant since the resignation of Ross Bishop-Wear.

#### **Anniversary Book**

There are still copies available. Cost is \$7.50. See Warwick or the ticket seller on running days.

#### **Membership News**

At the August Special Members Meeting Scott Murray was voted in as a full member of the SLCLS. We hope that Scott has a long and enjoyable association with the Society and continues to work just as hard as he has done ever since he has been coming to the grounds.

Provisional membership has been granted to David Thomas. David has been around the grounds for a while and should be familiar to many members. We were sorry to hear of the passing of Tom McMurray. Tom has not been well for some time. He had a Mear's 'Anne' and was in attendance at the Anniversary Dinner in 1998. Tom had been a member since 1973.

#### **Sale by Tender.**

The results of the recent sale of the locos donated by the family of the late High Ryan is that the 3 1/2 inch gauge LBSC "Virginia" is now in the possession of Mick & Scott Murray, and the 5 inch gauge Don Young "Railmotor" went to Paul Taffa. Proceeds of the sale went to the Malcolm Sargent Cancer Fund.

#### **Works Reports**

##### **Top Toilet Tone Up**

Allan Cottrell, Jack Grierson, Brian Hurst, Bryce Peak and other Wednesday attendees have attacked the old clubhouse toilet and wash room. This modernised facility is coming along very well, and includes the replacement of the cistern with a modern dual flush arrangement (apologies to those who preferred the chain!), a ceiling, fluorescent light, tiles behind the basin and its not finished yet!

##### **Vertical Drapes for the Club House.**

Sue Carter has arranged new vertical drapes for the clubhouse windows, and these have been such a success that they will also be fitted to the kitchen windows to shade that strong low level afternoon sun. They have certainly drawn favourable comments from the members.

##### **Small Retaining Wall**

Martin Yule has nearly completed stage 1 of this wall. It has been backfilled and is a definite asset to the grounds and improved stability for the track in this area.

##### **Big Retaining Wall**

Between newsletters this project was started and just about completed! A big effort by members has seen the old privet ridden, half collapsed bank behind the old clubhouse transformed into a tourist destination. The use of Boral pressed cement blocks let the project progress at a cracking pace. The site was a bit cramped and difficult, but the results are exceptional. In conjunction with this project a lot of rubbish was removed from the grounds. Thanks to all who exercised their muscles on this project.

### **Council Drainage Works**

We have signed off on this work after the contractor completed some outstanding matters. At last its over!!(officially).

### **New Refrigerator**

After a valiant battle, we have given in and purchased a new drinks refrigerator. Ken Baker's efforts at trying to keep the old one going were greatly appreciated and there is no doubt that it performed better after his efforts, but just prior to the May running day the compressor suffered another attack and life support was withdrawn. Many thanks to Bill who located and purchased our replacement fridge on short notice.

### **Ground Level Signalling**

Two cantilevered gantries have been erected by Peter Shiels. These improve clearance and the aesthetics of our signals. The old gantry that was replaced has gone to Western Districts club for further service.

### **Elevated Carriage Shed Traverser**

This long awaited project has commenced with the enthusiasm of Pete Shiels and Bill. Hopefully this will remove the current awkward arrangements and ease the job of making up and putting away the elevated car sets. Saturday 12th. August, the concrete for this project was poured as well as a slab at the Anthony Road entrance.

### **Ground Level Carriages**

John Hurst has continued maintenance on the ground level cars. Improved arrangements for the securing of the end car brake pipes and sealing should improve reliability and put an end to those missing hoses at the ends. Please do not remove hoses from the ends of car sets. There will not be a necessity to find a plug any more!

### **Old Television Set**

Members who may be interested in acquiring the old TV set should contact Warwick or Henry by 1 September. Following this date a decision on disposal will be made by the Directors, the decision will depend on the interest shown! The old video recorder will remain (it is still quite functional after a overhaul by Mark Gibbons) and be set up for members who may wish to copy their home videos.

### **Signals.**

There are a number of signal arms and other fittings now surplus to club requirements, if any members are interested they should indicate their wishes to Warwick Allison by the end of August.

### **September Olympic Run**

Don't forget this! This is a 2 day event on the 16 & 17 September. There is to be public open days on both days (10am opening), an exhibition of members work & historic locomotives in the clubhouse, and an evening club supplied BBQ for members on the Saturday evening (and running into the night as you wish). Any overseas visitors here for that other event will be especially welcome. A flyer has been produced and some targeted advertising has been submitted to AMRM and leaflets distributed to the ARHS, and model railway groups, Emco, etc,

Set up will probably commence on the Friday afternoon and members are encouraged to bring their old and new works for display. A good selection of 2½ inch gauge would be wonderful and all those models part built and hiding in the box are especially welcome.

### **Members New Models**

Ken Baker has had his copper Tig welded N & W 'J'Class boiler barrel at the grounds and also the cylinder assembly. Photos of the frames have been shown. Ken's loco is certainly progressing (although in a sequence the logic of which is a military secret!) How about a display at the Olympic Run?

### **AMBSC Motion on Boiler Inspector Qualifications**

Our proposal that has been on the table for consideration by all Societies has now been formally put forward as a motion. This will be put to clubs with the next convenient mailout for formal voting. I would expect it to be in (if adopted) by the end of the year.

## Qualifications of Boiler Inspectors.

### Synopsis:

The current AALS bylaws give the qualifications for boiler inspectors in Section 3 (AMBSC) item 3.9. The requirement for having built 5 boilers (section 3.9.2) is the only way a non professionally qualified person can become a boiler inspector. This requirement is considered onerous, and does not encourage society members into a role of boiler inspector, even for training. The numbers of marine and similarly qualified engineers who have the required experience in steam are reducing. The other clauses can also be updated to reflect the current arrangements.

### By-law 3.9 currently reads;

3.9 Qualifications for a boiler inspector are:-

- 3.9.1 A qualified professional mechanical engineer, an M.O.T. certificated marine engineer or a certificated mechanical engineer, or;
- 3.9.2 A competent model boiler constructor, who shall have built at least five [5] boilers under supervision, and preferably possess a mechanical trades training, or;
- 3.9.3 A statutory authority inspector qualified in this field, or;
- 3.9.4 A licensed boiler inspector.

NB: It should be noted that such inspectors are to be conversant with all aspects of the AMBSC Codes Part 1 [copper boilers] and Part 2 [steel boilers] as amended. It should also be noted that in 3.9.1, these engineers must have experience in boiler and/or pressure vessel design, construction and operation.

### The proposed new 3.9 is as follows:

3.9 Acceptable qualifications for appointment as an AMBSC boiler inspector;

- 3.9.1 A person holding a tertiary qualification issued by an accredited university, college or government agency, such qualification being in a field related to the design, testing and operation of pressure vessels; or
- 3.9.2 A competent model boiler constructor who shall possess the following criteria to be eligible:
  - 3.9.2.1 A minimum educational qualification of a NSW Higher School Certificate or equivalent, or trade certificate, or higher qualification; and
  - 3.9.2.2 A minimum of three years membership of an AMBSC registered society, and
  - 3.9.2.3 The successful construction of at least one miniature boiler, and
  - 3.9.2.4 A minimum of five years experience in the practical operation of miniature boilers, and
  - 3.9.2.5 Two current boiler inspectors as referees to attest to the satisfactory quality of workmanship of the nominee inspector.

Note: A nominated boiler inspector in this category may carry out tasks relevant to their level of competency and experience. The checking of new designs and new construction requires a boiler inspector to personally have built three or more miniature boilers, or to have been actively involved with the inspection of ten new miniature boilers under supervision of a boiler inspector. Boiler inspectors without these qualifications may conduct hydrostatic retests of previously certified boilers under the supervision of a fully qualified boiler inspector, who shall countersign the boiler certificate; or

3.9.3 A statutory authority inspector who is qualified in this field.

*(The previous 3.9.4 is to be deleted).*

NB: It should be noted that such inspectors are to be conversant with all aspects of the AMBSC Codes Part 1 [copper boilers] and Part 2 [steel boilers] as amended. It should also be noted that in 3.9.1, these engineers should have experience in boiler and/or pressure vessel design, construction and operation.

### Notes on the Proposal.

The three years membership of an AMBSC registered society is to ensure the proposed inspector is well known and respected by the members of the society who are putting the nomination forward. Other requirements are to ensure the nominee has adequate practical experience as a basis for a boiler inspector. The original 3.9.4 is deleted as 'licensed boiler inspectors' no longer exist.

### Diary

2/3, 9/10 September  
5 September

Mudgee Miniature Railway invitation.  
Directors Meeting

16/17 September	SLSLS Olympic Run! & evening BBQ on the Saturday Night
30 September-1 October	Model Engineering Exhibition Monash University, Melbourne
3 October	Members Meeting
21 October	Public Running Day
7 November	Directors Meeting
18 November	Public Running Day (Charity Day) & next newsletter!
2 December	Christmas party for Members, Family and Friends
5 December	Members Meeting
17 December	Public Running Day

#### Garden Roster.

Sept. '00.	B.Hurst, T.Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.
Oct. '00.	W.Richards, R.Collett, W.Fletcher, F.Collins, M. Gay, S. Larkin, D.Lee, J.Noller, G.Robertson, H.Spencer.
Nov. '00.	W.Allison, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, M.Murray, S.Murray, V.Scicluna, P.Shiels.
Dec. '00.	B.Courtenay, K.Baker, B.Carter, V.Condon, J.Grierson, M.Haynes, L.Pascoe, J.Sorrensen, N.Sorrensen, P.Taffa.

#### Gate Roster.

September.	Bryce Peake. (Sat.)	Martin Yule. (Sun.)	October.	Brian Rawlinson.
November.	Bill Richards.		December.	George Robertson.

#### Editorial.

Thanks to contributions by various members the Newsletter this year has, with this issue, reaches 28 pages. I would like to encourage members to continue to provide material that would be of interest to our Society. With the capabilities of the photo copy machines now available it is now possible to include photographs, they can be reproduced much more effectively than you would have imagined only a few years ago. With this in mind if you could submit any photos for publication they would help make the Newsletter even better.

John Lyons.

#### 1988. Australia's Bi-Centennial year. Some Railway Events. by Graeme R. Kirkby. cont.

The following morning in pouring rain I was at Eveleigh again but as the driver of 5910 to couple to 4472 and work a special to the R.T.M. at Thirlmere. My day did not start off too well. Apart from getting soaked to the skin while preparing the engine, I accidentally slipped over while walking around my engine and fell heavily into a drain with a full oil feeder spilling its contents over me. The fall knocked the stuffing out of me, my overalls were soaked with water, diesel and oil and I had a large and very sore bruise on my right thigh. We had some time to spare before whistling out so I went and boiled the billy, sat down in the warm cab by the fire to catch my breath and dry out. I had my tea cup sitting on top of the brake valve and next thing it fell off and I got scalding hot tea over my leg. After that the day got better.

Away from town a bit late and with a load of 8 cars for 342 tonnes, we headed out into very heavy rain. Gradually, as we headed south, the weather cleared up and soon we were climbing the 1 in 70 grade of Spaniards Hill. The exhaust from the 59 was clear and quick and although we were second engine we could still hear the slower 3 cylinder beat from 4472 up front. We maintained a steady 40 mph. up the grade.

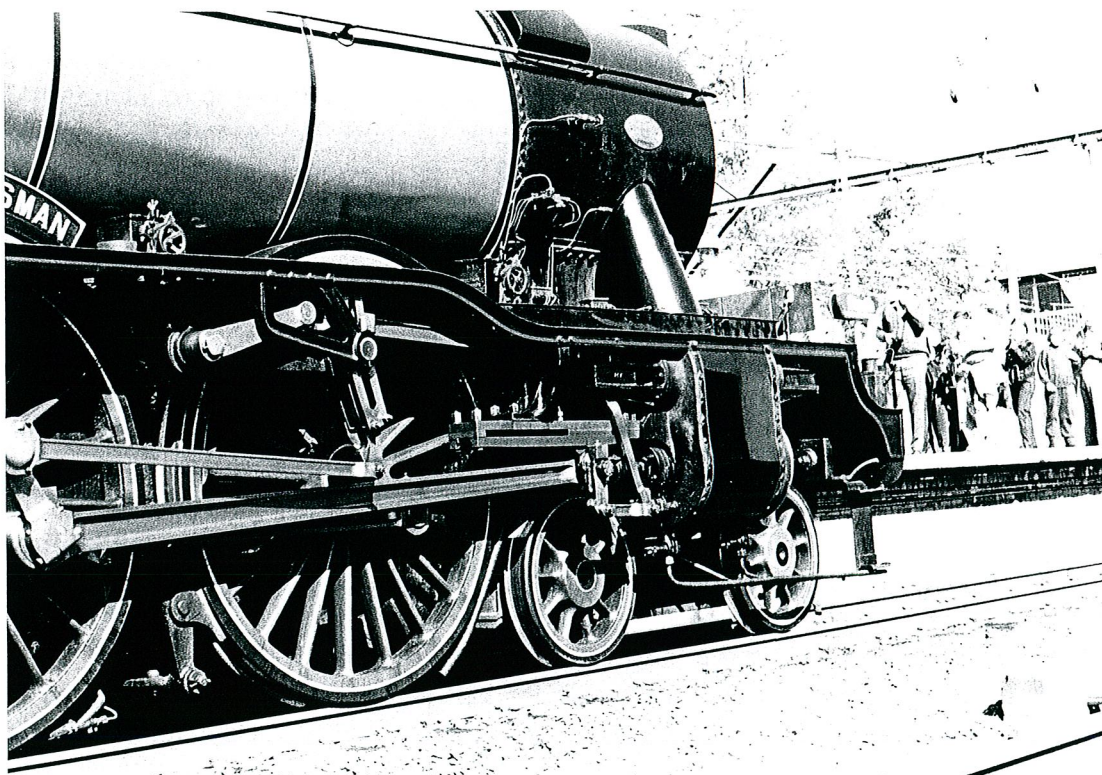
At Thirlmere both engines went into loco for servicing and after a short while we brought the 59 back out again for a trip to Buxton and return. Arriving back at Thirlmere my mate and I were relieved and went for lunch, after which we boarded 4472 to prepare for our return to Sydney. This was to be the highlight of our day, indeed, the highlight of my whole railway career and that - to drive "Flying Scotsman" from Thirlmere to Sydney. We were soon coupled to our cars and on the right-away from the station I opened her up a little and she moved off surprisingly smartly for such a big wheeled engine. The 1 in 40 down grade from Thirlmere was negotiated gingerly and after a brief stop at Picton we were on our way. We did not go too hard because 4472 had suffered a few broken springs due to the bad track but from Campbelltown across to Liverpool we nudged 60 mph. I was surprised how well she covered the ground and what a good turn of

power she has. I don't doubt her ability to run up to at least 110 mph. on favourable track. The last leg from Strathfield into Sydney was grand. We started from the station and that, by now familiar 3 cylinder beat was heard to great advantage as we worked up the bank to Burwood. Tears came to my eyes as I listened to her and absorbed for the last 10 minutes, a main line run of 4472, "Flying Scotsman". Life from now on would be all down hill. The usual signal delays approaching Sydney made us 4 minutes late otherwise we'd have arrived on time. All too soon we were heading back to Eveleigh, to turn and put the grand machine to rest.

In July, 4472 returned to Melbourne for about a month before venturing north to Parks, then west to Tarcoola and north to Alice Springs. On the 421 mile section from Parkes to Broken Hill on Tuesday 8th. August, 4472 ran non-stop to create a new world record for a non-stop journey for a steam locomotive. Sufficient coal was placed on the tender and with water supplies augmented by a water gin they covered the distance in 9 hours 10 minutes. The train had to be slowed to change the Staff taken at crossing loops and at one place the Staff was dropped but with quick thinking was picked up and passed to someone on the train where it was brought forward through the corridor tender. The non-stop attempt was nearly ruined. Some 10 tons of coal and 16,000 gallons of water were used hauling a load of about 460 tons.

4472 returned from Alice Springs via Adelaide and Broken Hill arriving Sydney before doubling back 8 days later for Perth. For the first time 4472 ran into troubles when its air compressor failed near Port Augusta. Some further trouble was experienced with the right valve nearing Perth but after some hectic repair work managed to work a few trips with ex Great Western Railway 4079 "Pendennis Castle" which had been transported down from Dampier.

4472 arrived back at Eveleigh after the Perth trip looking decidedly dirty with the gold leaf lettering crazed and peeling. A few days later some volunteers had her gleaming again from stem to stern. To be cont.



4472 at Penrith about to attack the Blue Mountains for the first time.

Photo. John Lyons

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

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