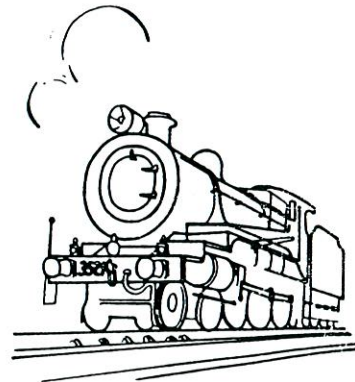


Sydney Live Steam Locomotive Society
 Anthony Road, West Ryde, N.S.W.



'Newsletter'

Vol.29. No. 3.
 August 2001.

President's Report-2000/2001

1. Running Days

Rides in 2000/2001 were 21,613. This is very slightly up on the previous year, and included a record last August where we gave 3552 rides during the hectic afternoon. The injury rate of 0.033% is up on last year (by about 50%) and is at a similar level to 1996. Our lowest level recorded so far is .015% in 1998. To put this in perspective though, the figure is almost singularly due to a single day last July where 5 people received attention. This day we gave 2876 rides, and as it was the day following some TV publicity, there could have been a lot of 'inexperienced' public. 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. However we need to be eternally vigilant, and the safety initiatives being undertaken much have an effect. In particular the installation of the anti tip rail will definitely eliminate the possibility of certain events recurring.

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

Our charity day for the year achieved 829 rides which was a good result considering the weather conditions. Income was donated to the Malcolm Sargent Cancer Fund. We also hosted a day for the sick kids which was organised by Malcolm Sargent on the day of the President's breakfast. Jim Leishman displayed his Mountaineer at the Epping Club as part of a promotion they were running, and the donation received by the Society from this was passed on to Malcolm Sargent. Thanks Jim. The Society was featured on the 'Sydney Weekender' in late June.

The Society also had its own special events for members and friends including our Christmas party, and a most enjoyable New Years Eve run.

2. Financial Results

The only remaining effect of the drainage works shows up in the financial report, however the financial performance of the Society during the year has been most pleasing. Any major expenditures on new works and maintenance have not been restricted and the funds are available to support just about all the activities we wish to indulge in. I would like to thank our Treasurer John, who is now exceeding 53 years in the position. We thank Peter Spencer for auditing the accounts this year.

3. Our Membership

As of this meeting we now have 75 members, which includes 6 provisional members. Sadly we lost John Davies during the year. Our membership continues its very slight overall increase in recent years. Also we welcome Bernie Courtenay as a boiler inspector. The Society is wholly dependent on member's contributions and it is through participation that members obtain their benefits from the Society. I would encourage all members to leave the weekday world behind and come along even if just for that cuppa and a chat or to lend a hand, on any Saturday or Wednesday morning.

4. Projects

The Society has advanced significantly during the year with the work expended on our projects. The Hawkesbury Bridge has been repainted and the bridge deck replaced where necessary. Our seats have been entirely upgraded with new treated pine timbers. The elevated track has been progressively receiving an anti tip rail. This now extends for nearly half the track, on the sharp curves and tight places and its extension is

2.

accelerating. The collapsing bank and rubbish collecting area behind the old clubhouse has been cleaned out, the privets removed and a concrete interlocking block retaining wall constructed. The area is in the process of been 'greened' and the access to the ballast pit has been rebuilt. Overall a most satisfactory result with much reduced maintenance. A small retaining wall has also been built along the inner main track, and this prevents the track formation from eroding and improves the public access.

The large Silky Oak was removed by council after it became a serious safety hazard by dropping its branches without provocation.

The repair to the carriage shed end wall, has been completed and involved the fabrication of some angle iron brackets bolted to the concrete footings and the wall including the use of chemical anchors.

Considerable amounts of the ground level railway have been relaid and resleepered. This includes the levelling and consolidation of the formation to level and the use of weedmat to prevent ballast contamination. The ground level has also been blessed with two new galvanised cantilevered signal bridges

The old rusty screws in the signals have been replaced with specially machined stainless steel ones to ensure future easy maintenance.

The elevated carriage shed traverser is now complete and in place on the rails. Work remains to adjust the approach tracks and carriage shed track heights. Maintenance on the ground level cars has continued with attention in particular to brakes. A weedkiller car has been commissioned and this has significantly reduced the time taken to perform this ritual. The old clubhouse has been repainted and the toilet has been upgraded and repainted. In the clubhouse new vertical drapes have been provided and a new drinks refrigerator has been purchased. It also has not escaped the marauding paintbrushes, and I think it is true to say that for some time now, we have never had anything that looks even a little decrepit. Members also now have the use of twin video recorders to view their favourite videos. Historical photos of the Society have been hung and these form a regular reminder of the evolution of the Society. From a public perspective we have provided some 'interpretive' signage explaining details of the prototypes of the locos seen in operation on the running days, and these have been very well received.

5. Model Engineering Activities

Rex Barlow's 'Conway' is now in steam and David Lee has produced a battery powered Commonwealth Railways Rushton. John Tulloch has returned the 'J' Class to steam and this is in regular operation at running days which is good to see. Ken Baker's other 'J' has appeared as a rolling chassis, and progress on this is steady. Mick Murray is restoring Virginia and Henry Spencer is into his Shay boiler, and Mark Gibbons and Bernie Courtenay continue to make progress with their Blowflies. We are still waiting for that 19 class Mr. Editor! It must be only a thickness of paint away from trials.

We held our own 'Olympic Weekend' last September over the first 2 days of the Olympics. This was open to the public on both days, and included a display of work in the clubhouse. Attendances were not what were hoped for, but every thing else, including the weather, was perfect.

6. Interclub Activities

Visits to other Societies and to Cobden for the convention this Easter have been enjoyed by members. At the convention this Society received the Bolton Trophy. Members have also attended the Illawarra Live Steamers Hot Pot run, the Lake Macquarie Live Steam Locomotive Society's birthday run, visits to Barry Potter's at Orange, Hornsby's Birthday weekend and scale train timetable run. Visits to other Societies plays an important part, not only in enjoyment, but also in the exchange of ideas, and encouragement on both sides that such activities promote.

7. AALS & AMBSC

We were involved in the development of a proposal for AMBSC on the qualifications of boiler inspectors, and this was adopted by postal ballot of all Societies. This was a change to the bylaws (not the actual codes) and is an important step in bringing in new inspectors in a training role, and hopefully encouraging model engineers themselves to become boiler inspectors, rather than rely solely on those with formal qualifications. We have recently put forward a proposal to incorporate a recommended standard for air fittings for steam raising, which will amend the Operating Code.

Also we have assisted the State AALS representative in sending out a letter to all NSW societies to help revive the interclub visit roster. Hopefully clubs on this roster will come round every three years or so, rather than the current 7 to 8 years.

Following the convention it appears there will continue to be rule amendments and clarifications to the way AMBSC operates and we will continue to put forward our views on what these should be.

8. Our Future

Special mention should be made of those whose regular and reliable attendance to the varied tasks involved in running the Society provide for a smooth functioning Society.

Our newsletter continues to satisfy. I am sure our Editor John Lyons would welcome contributions from members. Tell us all about the last event you went to, your opinions on how we should shape our future, or that lasts engineering piece you have just finished. We have seen some very interesting articles from Graham Kirkby in particular, and I think we are very privileged to be offered those manuscripts for our member's interest. Thanks go to John Lyons who always meets his publishing deadline. We now print over 100 copies, with some 27 being sent to other societies and interested parties.

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

Boiler inspectors Brian, Ken and Bernie keep our pots boiling and we are grateful for that!

Our Kiosk is an important part of the running days, not just for our public, but for the members as well. Many thanks to those who come along, buy the stock and keep it all clean and functioning!

As for my fellow Directors, I would particularly want to recognise the effort that Henry puts in as Secretary. I also want to thank Brian Carter who is standing down this year. It is very pleasing to work (not quite the right word!) with an enthusiastic group of Directors and members. The Society operates smoothly because its processes are well understood and appreciated by members and the members are conscientious and enjoy the days at the grounds. We each need each other for this to continue, and in this regard, I see the Society going from strength to strength.

We had a visitor from the UK early this year. He remarked that he did not consider 5 inch gauge suitable for passenger hauling, but we changed his mind! Doing this well is what the Society is all about.

Thank You.

Warwick Allison

June 2001

Annual General Meeting

Those Directors who stood for re-election were re-elected. Mark Gibbons was elected to replace Brian Carter who has stood down. The new Directors for 2001/2 are:

President: Warwick Allison

Vice President: Bernie Courtenay

Secretary: Henry Spencer

Treasurer: John Hurst

Directors: Ken Baker, Jim Leishman, and Mark Gibbons.

Congratulations Mark on being elected to the Board.

Running Day Reports.

May. This running day turned out to be relatively successful despite a rather dull start to the day. Despite the threat of rain and some drizzle as I travelled from Seven Hills the weather cleared to give us a good afternoon. The ride count was 1454, not bad for the crowd we had. There were four party groups; one group turned the silky oak stump into a very convenient drink table.

There were some interesting locomotive allocations. Early in the afternoon visitor John Hill, with a very well built Goodwin Alco 4469, was hauling six cars and a van on the outer ground level. Max Gay with "Bitza" was running a six car train, also on the outer, with passengers restricted to the front two cars. Matt Lee, driving Ray's C3506, coupled up with Max to run the six cars. Later in the afternoon Max was relieved by John Tulloch driving the "J". On the inner track John Hurst, 4-8-2 Mountain, gave some spirited performances on the grade with fully laden trains. Warwick, WAGR "V" 1224 was forced to retire with gudgeon pin trouble, I think. Barry Tulloch and Jeff Sorensen drove D5902 and C3142T respectively after Warwick retired.



On the elevated we had Jim Leishman, Ps4 4-6-2, Paul Taffa, Hunslet, and Jim Mulholland driving the Pannier. Jack Grierson gave his 3 ½' C38 a run and Mick Murray's Ruston Hornsby "Tinkerbell" was used as yard shunter early in the day.

At left. John Hill with his 4469 waiting the signal from the guard that all passengers are aboard.

Photo John Lyons.

June & July. These two running days were very busy. The ride count was 3175 and 3371 respectively with queues every where during the afternoon, the gate keepers were even busier than either Mick Murray or John Noller were on their duty days at the same time in 2000. In June the crowd was a bit slow in its build up, from about 2.10pm till 2.35pm patrons were stretched across the footbridge, Alan Mackellar double headed with Paul Taffa on gate duty. In July by contrast the crowd was almost instant, they must have been queued up or down Anthony Rd. waiting for the main gate to be unlocked. I was busy helping to organise the elevated rolling stock and when I looked up at about 1.40pm the area between the ground level station and the club house was full. Once I was on guard duty with Jim Leishman's train we went round time and again with a long line up of people right across the footbridge, this lasted till after 2.30pm. Here now are the details of each day.

June. On the elevated track we ran two trains. Jim Leishman, Southern Ps4 4-6-2 hauled three cars and a van and in the first time in a while a five car and van train was double headed by Ken Baker "Simplex" and Bernie Courtenay with the SMR 10 class. One car on this train caused some problems but it was replaced and the running proceeded without any drama. Jack Grierson gave his 3 ½' C38 a run for a few laps. Down on the ground level Peter Shiels had C3901 in steam with Trevor Arney at the regulator for the early part of the afternoon on the outer track. Peter was on the footplate later in the day charging at the grade and putting up a very impressive smoke screen. John Hurst, 4-8-2 mountain, ran one of the inner trains till he was forced to return to loco with brake valve trouble. The Tullochs, Barry and John continued with this train driving locomotives D5902 and D5037. John Hurst returned to the track later in the afternoon replacing Warwick's "V" together with Max Gay and "Bitza" running as train engine providing the brakes. Ray Lee's C3803 was on the inner with both Ray and Matt at the regulator. Early in the day Mick Murray was running his Ruston Hornsby "Tinkerbell". Brian Rawlinson had intended to run his "Blow fly" but struck trouble with one of the injector valves. Brian said that while disappointed he did not have a run he had valuable practise setting the fire twice and then packing up without hindering anyone. I counted nine separate party groups, one group looked as though they had enough stuff to last a few days. Andrew Allison's "battered" S truck is now finished and looked very smart illuminated by the low angle afternoon sun.

JULY. This turned out to be a very good afternoon for mid winter despite the forecast of cloud and showers. For this very busy afternoon we ran a good variety of services. The elevated track provided four trains. As usual Jim Leishman ran his Southern Ps4 4-6-2 with three cars and a van. The same carriage arrangement was pulled by Bernie Courtenay's SMR 10 class tank locomotive. The Mulholland pannier tank and Paul Taffa's 0-4-0 Hunslett powered two other two car trains. Paul was forced to return to loco late in the day when the whistle valve stuck for a whole lap of the track. The Ps4 was set aside for a short time to get the water level up.

On the outer ground level C3901, Peter Shiels, ran for the early part of the afternoon later replaced by Barry and John Tulloch driving D5902 and D5037. The second train saw a variation through out the day with Warwick and the "V" class relieved by John Hurst's 4-8-2 mountain with both J.B. and J.L. taking turns at the

regulator. Late in the afternoon Warwick and the "V" were back at the head of the train. The inner track was serviced by Ray Lee VR "S" class on one train and the usual combination together again of Henry Spencer TGR "R" class and Max Gay with "Bitza". There were ten party groups and with the crowd in attendance it would have been difficult to find enough room to put another blanket on the ground.

SLSLS E-mail List

Now we have an e-mail group of 18 members! The best and easiest way to be added is by using the e-mail link on the SLSLS home page.

Club Visits

Yarramundi

Craig Hill and Reg Watters invited us to Yarramundi on the 7 July. I don't know how they arranged such good weather but it was a perfect winter's day. Even the Tullochs were there before 11am.

There were 10 locos as follows:

The Allison V Class; Tulloch's 50 class; Murray's Tinkerbelle; David Lee's Ruston; Jim Leishman's PS4; Max Gay's Bitza; Ken Baker's Simplex; Paul Taffa's Hunslet; Henry Spencer's R and a visiting 3827.

On top of this there were about 30 members present, plus a few sons and friends. A BBQ lunch was had and this was devoured amid pleasant conversation, and watching the trains go by. There was quite a delay at the double to single line junction, usually because of a driverless 50 class on a long string of 4 wheelers, slowly making its way up the grade. Inspections were made of Reg's immaculate workmanship on his current projects. This includes such things as parquetry flooring and padded seats in his passenger cars. There was a lot of sharing of locos and I saw some people catching a ride on the tops of goods wagons! A very successful event!!



Photo. Warwick Allison.

The V class crosses 3827 at Illabo. A scene from our day at Craig Hill's railway at Yarramundi.

Barry Potter's at Orange

Our trip to Orange went very well. In attendance were the Gibbons, Brian Rawlinson (complete with Blowfly), Ken Baker and Brian Kilgour (on motorbikes), Bill and Bettie, and Mick Murray with Tinkerbelle. And of course your President and Andrew (with some Blowfly size rolling stock). Later in the day Les and Greg Bird

came along with their new 30T loco 3088. Barry and Anne were perfect hosts. The weather was lovely and it was not until fairly late in the afternoon that the clouds came across the sun. The Blowfly went wonderfully and we all had a drive around Barry's track. Mick's Tinkerbelle also went well and there are a few enhancements that Mick has decided upon. Load trials indicate that more adhesive weight could be helpful! The pleasant BBQ lunch and plenty of tea & talk made it a great day. That evening 6 of us had tea in the RSL as well. The Allison's made it back in record time, while the others had opted for a local bed and return the following day.

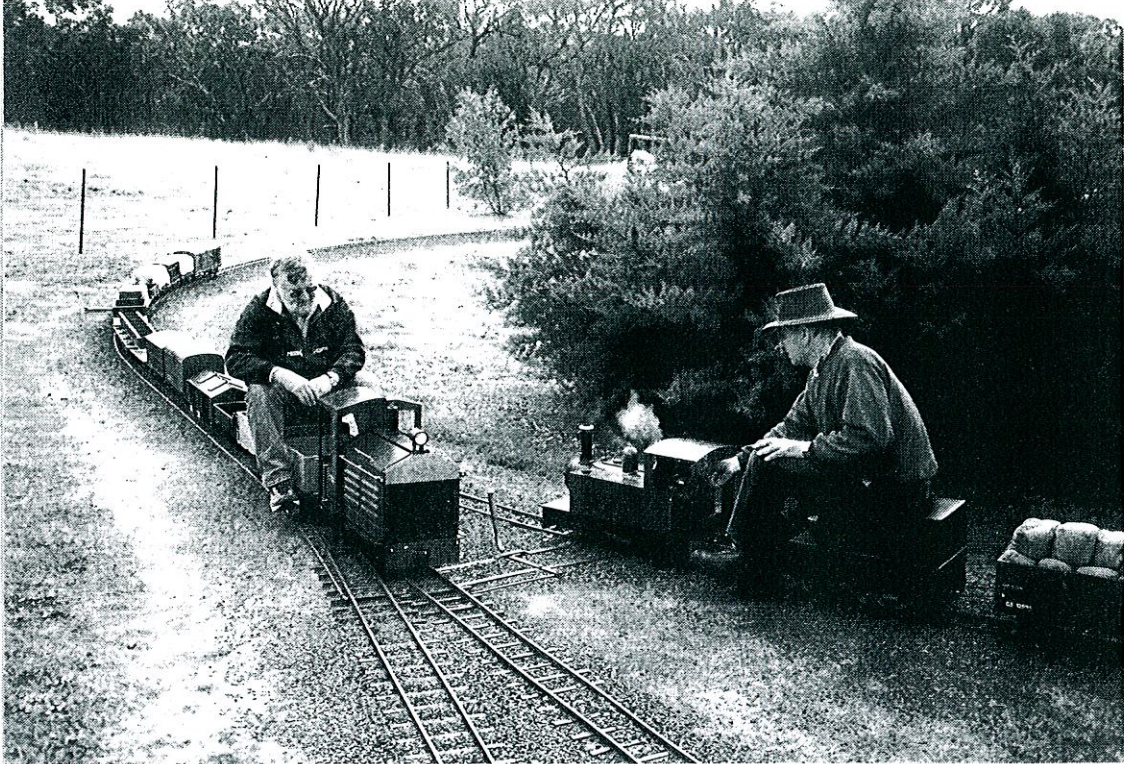


Photo. Warwick Allison.

Mick Murray tries out 'Tinkerbelle' on a traditional NSW consist while Roger Kershew waits for the section driving Brian Rawlinson's 'Blowfly'. This scene at Barry Potter's home railway.



Photo. Warwick Allison.

3088T. The latest product from the Potter Locomotive Workshops. As usual a perfect job, in the possession of Les Bird of the Orange Society.

Anniversary Book

There are still copies available. Cost is \$7.50. See Warwick or the ticket seller on running days. Stocks of these are certainly being depleted and they will not last forever! Our correspondent in 'Railway World' (see below) called it 'an excellent guide'!

Name Badges

No doubt about it. With every purchase of new badges, there is a new demand for more! Another list is on the noticeboard. If you want one (the new ones are snazzier than the first ones), just put your name on the list. Remember to spell it as you would want it to appear on the badge!

Those feet issues

As promised a flyer has been produced for handout regarding covered footwear. This is given out, (one per group) as they enter the grounds and offers 2 free rides on a return visit. They are being stamped with the date. They can be redeemed for rides at either the ticket office, or on the train. If handed in on the train, would stationmasters please keep them separate to the usual tickets so that they can be counted and we know how many rides we have given. Also, they are only valid for their *next* visit. They are not valid on the date they are stamped!!

Membership News

Alan Coucil passed away on Saturday 4 August. Alan had only a relatively short time with the Society joining in 1998. On a happier note David Thomas was elected to full membership at the August members meeting. Congratulations David, we hope your association with the Society will be long and enjoyable. (David is our resident environmentalist!)

Alan Mackellar is currently convalescing after his long awaited knee surgery. I am sure that all members will join with me in wishing Alan a speedy recovery. Ed.

Loco & Rolling Stock News

Ray Lee has started on his 30 class. There is not much point in reporting progress on this item as I am sure the report will be well out of date by the time anyone reads this! Apart from a rolling chassis for Andrew Allison's super detail 'S' Truck body, (complete with vacuum brakes) there is little else to report. Come on all! Let's see what you are doing!!

AALS Vote on Standardised Air Fittings for Steam Raising.

Our motion to make the Ryco 900 series fitting the recommended standard was accepted by the clubs. This is not a mandatory requirement, but hopefully the presence of this new standard will remove any doubt as to what fitting to use when clubs install or upgrade their air systems. We are already in the process of changing over.

Railway World

The June issue of Railway World has a report on one of our running days earlier in the year. It has a red (!) rebuilt merchant navy on the cover. Inside there is a wonderful article on SLSLS. The author Robin Butterell visited us earlier this year and was amazed and impressed with what we do on 5 inch gauge. I remember referring him to the then latest AME with the vehicle dynamics and track article in it, and he obviously purchased a copy. He has quoted parts of the article with full acknowledgment to AME. There are pictures of Max Gay (short pants and long socks-the pommies will love it!), Jim Leishman's loco, and Paul Taffa and his Hunslet (the only loco present to make him feel at home).

Works Reports

Elevated Track Anti-Tip Rail

Jim Leishman's good progress with the anti tip rails continues. The eastern side is now virtually complete meaning that over 60% of the track is now fitted. This represents over 1/4 mile of pipe and associated welding etc.

Ground Level Railway

Track maintenance has continued. Some settling has occurred around the big drain grate, so the track in this area was lifted and the formation filled and rolled. The Outer main at the station has also been resleepered and relaid and now has the prescribed amount of super. The track in the outer main platform was also relaid, however only partial resleepering was considered necessary here.

Grounds Improvements

Alan, Brian, Jack and Bryce are always on the lookout for things to paint and repair! They currently have their sights on some more seats and the decking on No.6 stub points will also be replaced.

Greening and Environmental

David Thomas has been consulted on ways of reducing our quantity of green waste and the subsequent visits to the tip. It is quite likely that some appropriate bins will be constructed using the pine logs donated to Society some time ago. Two bins will permit one to be filled while the other is composting. Members should be aware of these arrangements and on gardening (or other days) ensure the leaf and grass cuttings are disposed of correctly.

Compressed Air Fittings

David Lee has donated a number of compressed air fittings of the Series 200/900 (Ryco) type 1/4 inch. These have been fitted to a number of roads in both loco depots. In due course the other fittings will also be changed. Members should arrange to obtain the new male fitting. It is expected that if you visit other clubs, you will already have the appropriate one. It is also recommended that members have in their kit their own hoses. These should be of a useful length, and fitted with a 1/4 inch BSP unions at each end. This will let you fit the air coupling necessary to one end, and your favourite valve and blower attachment at the other. Club hoses are fast becoming a thing of the past. Incidentally, a special long hose (not for steaming up) has been provided to assist in the operation of certain air tools. A useful addition would be the attachment to inflate tyres (thinking of our wheelbarrows, where the wheel takes on a strange shape with a full load of ballast!) If anyone has one surplus to requirements, it would be appreciated.

Elevated Carriage Shed

The roads for the elevated end of the car shed have now been reset to the same height. This means that the traverser can now line up with the roads and it will mean easier entry for the cars. The disadvantage is that approach track does not line up with the traverser! (yet!). Watch this space (or come and lend a hand).

Diary

1/2 & 8/9 September	Mudgee Miniature Railway (during wine festival)
4 September	Directors Meeting
15 September	Public Running Day
29/30 September	Canberra Invitation Run and Floriade
2 October	Members Meeting
12-14 October	Galston Birthday and AALS Invitation Run
13-14 October	Miniature Traction Engine & Steam Road Vehicle Rally, Mannum South Australia.
20 October	Public Running Day
20-21 October	Bathurst-Blowfly Rally
26 October (Friday)	Narooma School 0930 to 1130.
2-4 November	Wagga Invitation Weekend
6 November	Directors Meeting

17 November	Charity Public Running Day for Malcolm Sargent Cancer Fund for Children
1 December	3801 Ltd BBQ (lunch) and Members BYO Christmas Party (evening).
4 December	Members Meeting
15 December	Public Running Day
31 December	New Years Eve BYO BBQ tea and late night/early morning running!

Garden Roster.

Sept. '01.	W.Allison, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, M.Murray, S.Murray, V.Sciicluna.
Oct. '01.	B.Courtenay, K.Baker, B.Carter, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa.
Nov. '01.	J.L.Hurst, J.B.Hurst, C.Bunning, A.Cottrell, J.Leishman, J.Lyons, B.Peake, M.Tyson, M.Yule.
Dec. '01.	B.Hurst, T.Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.

Gate Roster.

September. M.Tyson. October. M.Yule. November. K.Baker.. December. R.Barlow.

Editorial.

Many members would have seen the TV news coverage of the explosion of the Case traction engine (photo in the Sydney Daily Telegraph July 31st.) or saw the newspaper report from Medina, Ohio ? in the USA late in July. It will be of interest to all of us to see the findings of the official inquiry that will no doubt be held. The inter-net has been running hot with all manner of theories about the event, Brian Rawlinson sent me a print out of a reply made by Ross Forsyth, HDMES, to someone who wanted to send off a safety related article to several publications. Ross was very critical of many of the assumptions presented in the article. It would be hoped that the findings of the inquiry do not filter through to us by way of the Insurance world. While on the matter of boilers, I had an article in the M.E. vol.186 no.4141 pointed out to me recently on the Principles of Boiler Design by a Don Broadley, MBE., Chartered Engineer, MIMÉ. While I have not had the chance to read the full series of the articles there are some interesting pieces I would like to quote. "...the amount of water in model boilers, less than a bucket full, contains little energy even if it were at 250psi... copper boilers usually deform well before they rupture." I contrast this statement with an article in our Newsletter, vol.3 no.1, February 1975 by the late Stan Childs calculating that the energy in a 5" gauge C38 class boiler containing 2.75 imp.gals. at half glass and steam at 100psi to be the equivalent of 143.9lbs. (65.3Kgs.) of cordite. Stan went on to write " Thus careful and thorough boiler inspections are a necessity if our hobby is to retain its popularity and prestige." At that time our AMBSC was less than ten years old. Don Broadley, in a comment in the Editorial of the ME. added, " My purpose in writing the series.....would open up reasoned debate. I would even go so far as to hope that a UK Boiler Code of Practice might emerge from such debate." It is good to know that with the AMBSC we lead the model engineering world.

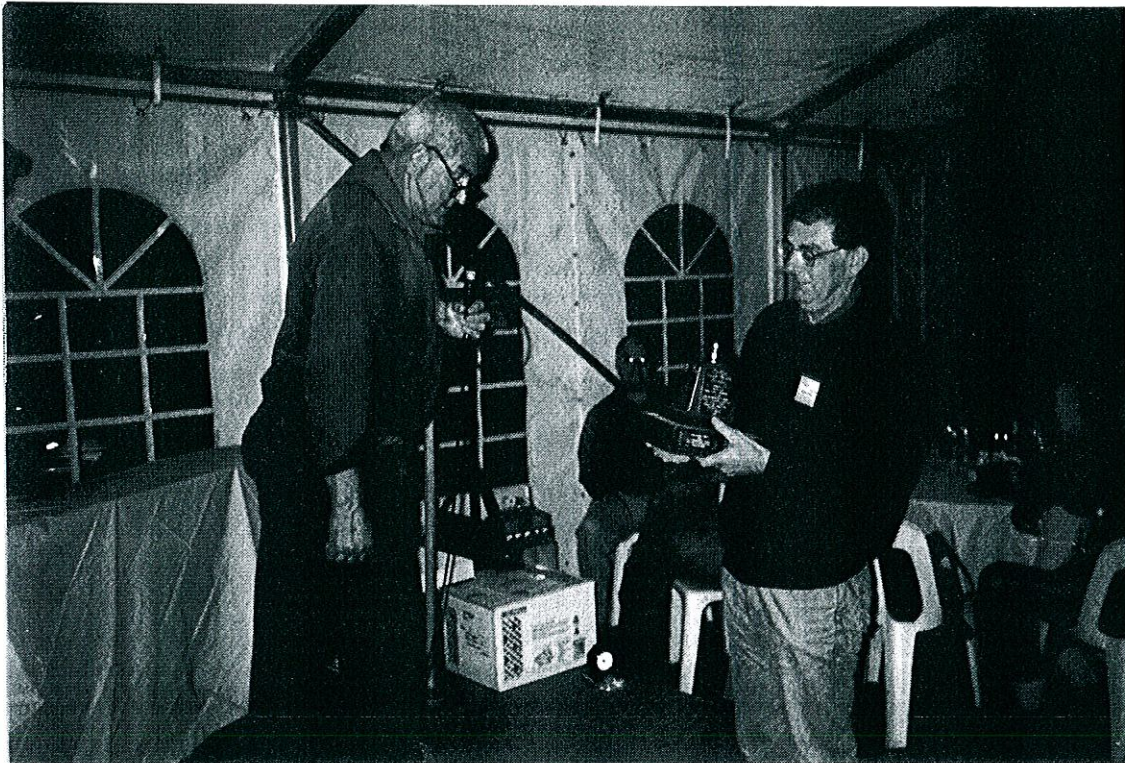
John Lyons.

The RÍO TURBIO. Prepared by Warwick Allison.

Deep in the Patagonia region of Argentina in South America, about as close to the Antarctic as a railway can be, is the Rio Turbio. Recently dieselised, this mighty line ran massive 2-10-2 locomotives on 2 ft 6 inch gauge. These locomotives, the most recent built by Mitsubishi in Japan, embodied the ideals of L.D.Porta, one of the world's last great steam locomotive creators. They had mechanical stokers and cyclonic gas producer fire beds, coupled to large tenders and worked across the flat lands between the coal mines at Dorotea to the coast at Rio Gallegoes.

A paper on tests conducted on this railway appeared in 'La Fraternidad' for 20 September 1960. Translated from the Spanish, the following details certainly make for interesting reading.

Locomotive: 2-10-2 No.110 of the National Coal Mines Administration fitted with cyclonic gas producer firebox, clinker grate and 'Kylpor' exhaust.
 Train: 78 bogie wagons; 1600 tonnes; 290 axles; 670m long; 750mm gauge; 7 tonne axle load.
 Trip Data: 7.13 hours; 251km; no water stop; 4 minute inspection stop.
 Average Speed: 34.7 km/h including stop.
 Water Consumption: 26,190 litres
 Coal Consumption: 4,250 kg; 16.95 kg/km; 10.64 kg/1000 Gross Tonne/km.
 Valve Chest Steam Temperature: 338 C
 Steaming Capacity: 739 cal/litre
 Evaporation: 6.16 litre/kg
 Boiler Efficiency: 80.6%
 Boiler Pressure: 15-16 kg/cm² (215 to 230 psi) maintained with one injector functioning continually. (Second injector used to avoid lifting the safety valves).



Barry Glover presenting Warwick Allison with the Bolton Trophy, at the convention at Cobden, Easter 2001, for the 'V' Class. The trophy clearly recognises the perfect engineering of the reversing screw! Photo courtesy Hugh Elsol (QSMEE)

ENGINE 1174.

You talk about your hard times,
That you had at the war,
Did you ever fire to Lithgow,
On eleven seventy – four?

Did you first strike trouble at Lapstone,
Where you begin to climb?
Have you struggled into Glenbrook
Half an hour behind your time?

Have you cursed, and sworn, and sweated,
As you tried to get her through?
Did you ever feel like getting off,
When you stopped at Warrimoo?

But you struggled gamely onward,
It's only one of many fights,
But you hope to change your engine
When you get to Valley Heights.

There the Chargeman meets you smiling,
He says, "you're stiff this time,
The only engine we have here
Was put off '99 "

So you face the steep Blue Mountains,
To do the best you can,
But to try and make this engine steam
would break the heart of man.

You shut off over Springwood,
And Faulconbridge as well,
Your mate asks "how is she going?"
And you answer "this is hell."

And when you get to Linden,
You must stop for a blow,
For the steam is back to 100
And the water's getting low.

And the guard books 15 minutes
To loco raising steam,
He promised that he'd break the coal,
But is nowhere to be seen.

You loose no time to Lawson,
For the pilot does his bit,
But the guard shows 50 minutes
Over time at Lawson pit.

Then the driver takes the shovel,
Off comes his overalls,

But he's looking for the water
When he gets to Wentworth Falls.

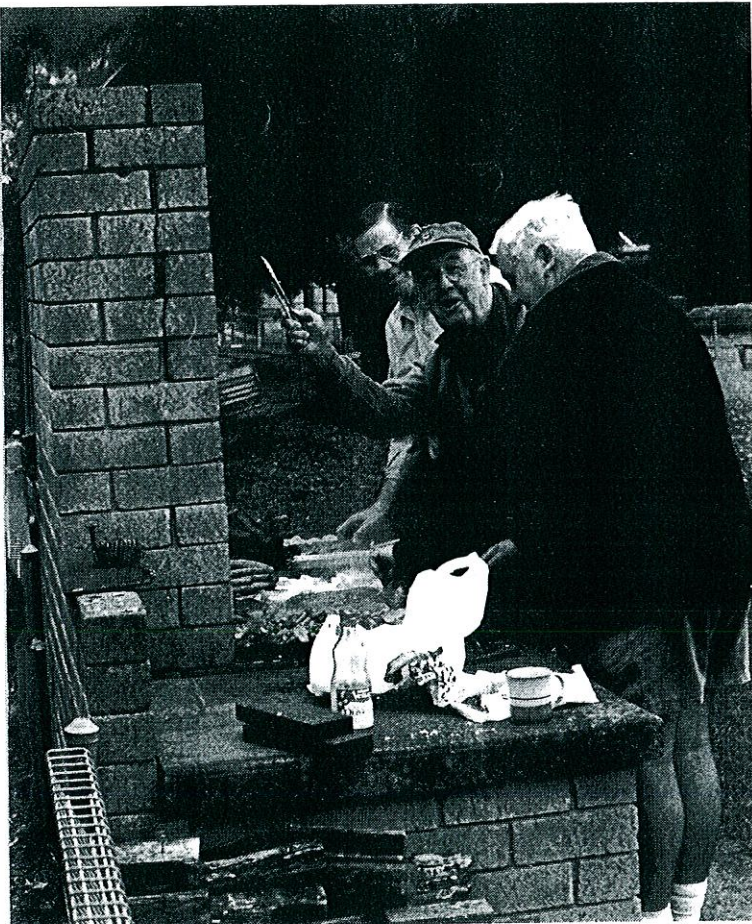
And as you watch him firing,
You know there's nothing surer,
By the way that he is tiring,
That he'll have to stop at Leura.

When you've struggled to Katoomba,
You can manage for the rest,
And, although you've lost two hours,
You know you've done your best.

When at last you get to Lithgow,
And you quench your thirst with two,
And both are doing justice
To a plate of "Barrack stew."

You forget about the hard times
That you had at the war,
But you know you've come from Penrith
On 11 74.

Verse provided by Mike Tyson.



Left.
The President's Breakfast
Cooks hard at work on the BBQ.

Newsletter' is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.

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/s.htm>

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