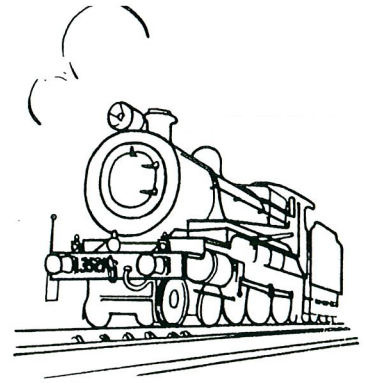


*Sydney Live Steam Locomotive Society*  
 Anthony Road, West Ryde, N.S.W.



# 'Newsletter'

Vol.30. No. 3.  
 August 2002.

## Presidents Report 2001-2002

### 1. Running Days

Rides in 2001/2002 (to May 2002) were 26,399. This is an increase of over 5000 rides on the previous year, and an excellent result. This is despite a perception that we have not provided the same level of locomotive power on running days, than in previous years. Members always support the running days well and they are good times. It is great to see the pleasure on the faces of our visitors. We have maintained the good value prices and this certainly impresses our visitors.

The injury rate of 0.026% is lower than the 0.033% of last year, and the month by month performance is on a downward trend. I would like to think that the new anti-tip rail and the extensive track upgrading on the ground level is paying dividends for us. We have also promoted and implemented a policy of enclosed footwear to address the hazards of foot injuries and while this is no easy task, members really do need to be congratulated on how they have accepted and assisted this initiative.

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 2332 rides which was an excellent result, much improved over the weather affected day in 2000, and again supported the Malcolm Sargent Cancer Fund. We also hosted a day for the sick kids as usual on the day of the President's breakfast. This did not quite receive the support that the event deserves, but nevertheless our guests had a good time, and the members present certainly enjoyed the day as well. The Society was featured in the Sun Herald during Easter as a suitable destination for families wanting things to do for their kids for less than \$25. This produced a large crowd on the April running day, many of who were new to our operation, and certainly stressed our footwear policy!

We introduced a scheme for the public to pre-purchase entry tickets for party groups, and this has had some positive responses already.

The Society also had its own special events for members and friends including our Christmas Party, and New Years Eve get together.

### 2. Financial Results

The financial performance of the Society during the year has been most pleasing, with a significant increase of cash in the bank and no restriction on major expenditures on maintenance and new works. Our position is sound and the accounts are handled professionally and without fuss. I would like to thank our Treasurer John, who is now exceeding 54 years in the position. We thank Peter Spencer for auditing the accounts this year.

### 3. Our Membership

We now have 74 members, which is the same total as last year but this year includes 4 provisional members. One member passed away during the year. Our membership continues its very slight overall increase in recent years. We were required to obtain "Prohibited Persons" declarations from our members and I am pleased to say that you all responded promptly and with understanding, and this certainly helped your Directors (and in particular our Secretary) in meeting the statutory requirements.

Our Editor John Lyons has regularly produced our newsletter each 3 months, and this publication is now of significant size and it is a very worthwhile vehicle for our groups to observe our activities. It is sent to quite a



number of other Societies and well as to Australian Model Engineering. Thanks for your efforts John. I am sure the Editor would be pleased to receive items for publication on member's recent exploits in the workshop and I commend this to you for your contribution.

We also have clear policies, and through our Inspecting Engineer, a process for hazard management that should be just what Work Cover would desire.

We meet each Saturday and Wednesday morning as well as every other month for a members meeting. I believe our members are very active in the Society and the benefits are here for all to see and for us to enjoy. I would encourage all members to 'come on down' and be an active part of the Society.

#### 4. Projects

The projects the Society does over the year maintains and improves the members' amenity and the public facilities. The seat upgrading has been entirely completed and they will give good service for a long time with the standard of work that has gone into them.

The elevated track anti tip rail has been completed almost entirely single handed by Jim Leishman. This is a magnificent effort and the Society will reap the benefit of this in the years to come.

The 'greening' of the grounds is progressing and we are beginning to see the benefits of this. This included the cleaning up of the lower (public entrance) end of the grounds and included the construction of leaf and grass bins for recycling. Overall a most satisfactory result with much reduced maintenance. The old Silky Opal trunk was removed and the timber went to someone who appreciated it. 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 elevated carriage shed traverser (complete for 12 months now) has now been provided with its new approach track and this has been greatly appreciated on the running days with the improved ease in stowing the elevated cars. Maintenance on the ground level cars has continued with attention in particular to brakes.

New fencing has been erected by contract, and as we are now responsible for half the cost, it is quite likely that this will be a continuing and major component of our expenditure. We need to manage this so that we progressively invest in fencing at appropriate times so we do not find ourselves up for significant expenditure all at once. The new fences certainly improve the look of the place.

Our painters cannot be kept down and those parts of the grounds that need this maintenance are not found wanting!

A number of activities associated with the management of hazards in the grounds (including fencing and trip hazards) is also in hand.

#### 5. Model Engineering Activities

Mr Editor, last year I reported that that 19 class must be only a thickness of paint away from trials! We are still waiting! Perhaps some ideas can be obtained from Ray Lee who started his 30 class in April 2001, and gave it its first steam trial in April 2002! This is a very high standard locomotive, complete with 6-wheel water gin.

We have seen components from Bernie Courtenay and Mark Gibbons for their 'Blowflys', Ken Baker for his N & W J class, John Tulloch for his NSW J Class rebuild, David Lee for his Commonwealth C class, and louvre van, Don Jones with his 57, and 36 class locos, Jim Leishman for his ten wheeler, and Bernie with his 36 class rebuild.

David Thomas has acquired a nice loco which is a valuable addition to our running days.

#### 6. Interclub Activities

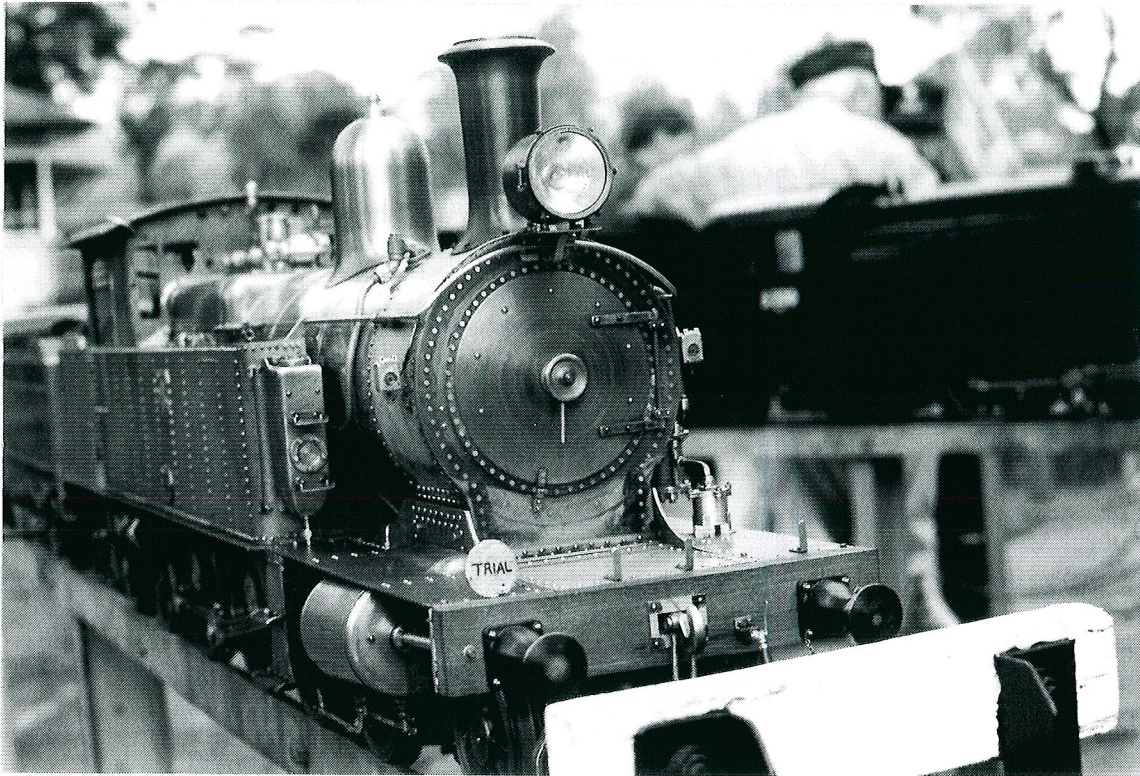
During the year the Society attended a number of activities in conjunction with other clubs, including visits to Newcastle, Wollongong, Hornsby, and attendance at the Convention that was held in Tasmania for the first time.

#### 7. AALS & AMBSC

Our proposal to incorporate a recommended standard for air fittings for steam raising in the Operating Codes was adopted. Hopefully this will assist members of all clubs when attending other clubs tracks.

We also put forward amendments to the Constitution and Bylaws to better define postal voting procedures and this was overwhelmingly adopted. Proposals for exemptions to some of the new WorkCover O,H & S regulations are also being developed in assisting AALS and affiliated societies in NSW.

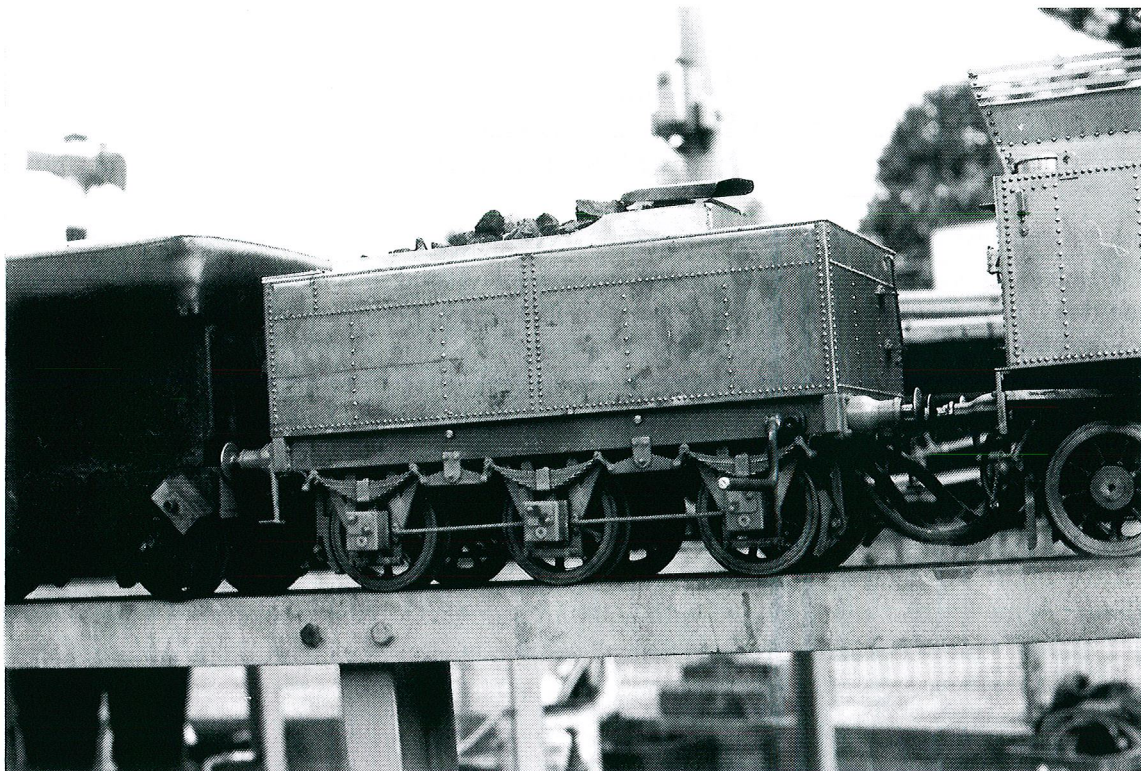




Above.  
Ray Lee's C3112 tank locomotive simmers in the ground level loco depot before its first run in revenue service.

Below.  
Ray's 6-wheel water gin coupled between the locomotive and the riding truck.

Both photographs, John Lyons.





## 8. Our Future

The future of the Society would seem sound. We have an active group of members who regularly attend and contribute to the Society's life. We are involved with other like minded Societies and in the operation of the AALS and AMBSC. We are well supported by the public who regularly attend our running days, and thoroughly enjoy them. We have always held a commanding position at the forefront of the live steam movement, and I believe we have maintained that position. The grounds are well presented and maintained and the whole presence of the Society must be an asset to the local community.

I would like to thank the Directors, especially Henry, our Secretary, who continually puts in a sterling effort, does our worrying for us, and solves our problems.

This Society is easy to run because all members help it to be so. Long may it continue.

Thank You.

Warwick Allison

June 2002

## Annual General Meeting

All previous office bearers were returned, which is a wonderful vote of confidence in the Directors. Thank You.

For the record the following hold office in the SLALS:

|                                   |                                       |
|-----------------------------------|---------------------------------------|
| President:                        | Warwick Allison                       |
| Vice President                    | Bernie Courtenay                      |
| Secretary                         | Henry Spencer                         |
| Treasurer                         | John Hurst (54 years now!)            |
| Directors                         | Jim Leishman, Mark Gibbons, Ken Baker |
| Elevated Track Superintendent     | Jim Leishman                          |
| Ground Level Track Superintendent | Warwick Allison                       |
| Ground Level Train Controller     | Barry Milner                          |
| Inspecting Engineer               | Mick Murray                           |

## Running Day Reports

### May.

The day dawned sunny but the forecast was for cloud increasing with a chance of rain. The rain did not arrive but the cloud rolled in and kept the temperature down to about 16 degrees or so. This probably limited the crowd early in the afternoon but with a few party groups things picked up and we had some long queues waiting for rides. One problem solved by the cold weather, it was too cold to wear anything but enclosed shoes.

The locomotive roster was rather interesting. On the elevated Mick Murray double headed with Paul Taffa, "Tinkerbell" leading "Hunslett" on a three car train, when Mick retired to loco Paul continued on his own till the end of the day. Jim Leishman, 4-6-2 Ps4, ran with three cars and a van. Double headed Brians again with Rawlinson "Blowfly" and Carter "Perseverance" running four cars and a van. Both locomotives ran all afternoon with a short crib break in the loop at about afternoon teatime. Mark Gibbons was relief driver on "Blowfly". David Thomas was at the regulator of his 2-6-0 B10 with some scale stock in tow, the Allison's WAGR tank wagons, 4 wheeled guards van, an S truck and a bogie flat wagon. Scott Murray had a turn at the B10's regulator.

Down on the ground level, outer, John Hurst had the 4-8-2 "Mountain" in steam with Tony Eyre as relief driver. The second train on this track was double headed by Ken Baker, "Simplex" and Barry Tulloch D5902. The inner track roster saw Ray Lee with C3803 on one train while the second train was hauled by SMR 10 class, Bernie Courtenay and Max Gay "Bitza" as train engine. Late in the afternoon John Tulloch and Jeff Sorensen, H class and C3142 replaced John Hurst on his train running with one car empty.

We saw the plans for the proposed new copper boiler for Warwick's "V" class.

There were a total of 2064 rides for the afternoon.



## June.

We had a reasonable crowd for a rather good winter's day. We gave 2462 rides and the cooler weather resulted in no footwear problems. We saw a good roster of locomotives on the elevated. The bulk of the traffic was handled by the double headed 0-4-0's of Brian Rawlinson "Blowfly" and Brian Carter "Perseverance" coupled to five cars and a van while Jim Leishman's 4-6-2 Ps4 ran a three car and van David Thomas ran one car with his B10 and the Mulholland pannier also took one car. Mick Murray also gave "Tinkerbell" a run for a while. Earlier in the afternoon Jim's Ps4 did not seem to want to run as well as it usually does, a spell in the loop and a minor adjustment to the return crank on the port side, left hand for the non-nautical had the loco performing as well as usual.

On the ground level it was a Lee S class afternoon. The VR S class ran one six car train with Matt at the regulator while Ray drove the NSWGR S class double heading with Bernie Courtenay, SMR 10 class as train engine. The 30 class on its first real load trails and had some minor adjustments during the afternoon, but was very impressive at the head of a train with the two Thow / Beyer Peacock chimneys in prominence. Running on the outer track we had the 4-8-2 Mountain class, John Hurst on one train and the second double headed by Max Gay "Bitza" and Henry TGR R class.

A note from Warwick, this year is proving to be cumulatively the best ride figures we have had for the 9 years of records he has here on his computer.

## July.

This turned out to be a very big day getting off to a good start with a lot of pre sold tickets. The weather was about as good as it could be for mid winter, and there were a lot of party groups. The location of one party was indicated by the birthday boy's name, Joshua, done as a station name, easy to find. The ride total for the afternoon was 2819 ; we may have hit the 3000 mark as we were one train down on the ground level for a short time.

There was a new locomotive on the roster, NSWGR D5035 from the Potter workshops driven by Graeme Kirkby. The 50 class was leading Bernie's SMR 10 class on one of the inner ground level trains. Graeme told me that it was an experience getting use to the long narrow firebox after being use to the wide firebox of his pacific. The second train on this track was double headed by Bary Tulloch, D5902, train engine piloted by C3112 Ray Lee. The outer track trains were powered by C3803 , Matt Lee, and one of the usual combinations of Henry and Max with the TGR R class and "Bitza". Earlier in the afternoon C3112 was seen double heading with C3803. John Tulloch arrived later with the J class and was in steam replacing Henry's R class. Brian Rawlinson's Blowfly was present but was not lit up.

There was once again a good display on the elevated. Mick Murray ran two cars behind "Tinkerbell", this was Mick's first serious run in revenue service. Jim Leishman's Ps4 hauled three cars and a van, other trains were hauled by the Mulholland Pannier, Paul Taffa's Hunslet, and, David Thomas B10. David Lee had his 0-6-0 diesel shunter and bogie CR van running.

Warwick's "Mona" was in loco for a run into the evening and Andrew Allison's TGR 4 wheel covered van was on display wearing a coat of grey primer.

The queues were long all afternoon and it was easy to see the many distinct party groups in various parts of the ground.

It had been decided to stay on for a BBQ and night run after the public had gone home, Warwick continues the report. The evening and night running conditions were fantastic for our winter months, and most of the woollies for the expected cold conditions did not emerge from the cars. Bernie set up a brazier and soon had the tin glowing red! Jim Leishman's effort with the extra lights in loco made it easy to see and was much appreciated! Locos were slowly put away, but the J class stayed out till late, with a number of drivers. Some tried out the BBQ with its new firedoor, while a large number took the easy way out and sent an order to the local Chinese takeaway!

## SLSLS E-mail List

Now we have an e-mail group of 30 members! This now includes your Editor who would be pleased to receive emailed contributions! The best and easiest way to be added to the group is by sending Warwick an e-mail by using the e-mail link on the SLSLS home page. You will then be pummelled with up to date information on what happens each Saturday, plus reminders of up and coming events!



### Name Badges

Another list is on the notice board. If you want one, just put your name on the list. Remember to spell it as you would want it to appear on the badge! Orders will be placed when the list reaches half a dozen or so names. (Currently only three names on the list).

### Drink Prices

A message from the ladies: the lemon mineral waters in the fridge are \$1.20 to members (\$1.30 to the public). Other drinks remain at \$1. For drinks and ice creams, would all members please note that we rely on payment at the time of taking. Please don't use a memory IOU, it leaves us short and is not fair to the great majority who pay when they partake! The same applies to telephone calls.

### A Word about Green Steam! *From David Thomas our resident green steamer!*

Basically it seems timely to remind people that ONLY grass and leaves/branches should be placed in the green waste bins.

Someone has placed Wandering Jew in the grass bin recently. This would create major problems if it was placed on the gardens, and should have been dumped in the council waste bin, or trailer (as a last resort).

In order to avoid too much thought and angst, NO leaves, grass etc should be retained that have been collected from the eastern side of the elevated track. It may be possible one day, if we are able to eliminate the Wandering Jew.

One or more locations should be selected for placement of clean grass cuttings for use as mulch. When the location/s is/are selected, the mowing teams should place the grass there instead of in the grass bin, unless there is excess. The mulch should be no more than about 100 millimetres (4") thick.

### Club Shirts.

Mick Murray is investigating some nice shirts with the club logo on them. There are minimum order requirements. A large number of members at the June meeting expressed interest. The logo will be the same as the club badge, in colour. Here are the possibilities:

Polo Shirts (sky Blue with Dark Blue collar) with logo: \$27.50 each for orders of 12 or more.

Chambray Shirts (long or short sleeve) with logo: \$27.50 each for orders of 10 or more.

Embroidery only \$5.50 each for orders of 10 minimum.

Embroidery only (single item): \$25.00

Sample shirts will arranged for the August running day with a selection of sizes - the sizes are quite generous.

If you are interested, please put your name on the list on the notice board.

### Loco & Rolling Stock News

Graham Kirkby's new 5035, from the workshop of Barry Potter, is yet again another beautiful NSW prototype locomotive. Undoubtedly a beauty, it ran very well and looked great double heading with Bernies' 10 class. Those long tall chimneys are great! Not quite rolling stock, but Mick has worked on a vacuum pump provided by Brian Kilgour some time ago. We now have the capability to test the brakes on the passenger cars without seeing how hard one can suck! Allan Mackellar has shown us his radial axle for his M class. This left everyone speechless (well almost!). There are some photos on the Internet of the progress Chris Bunnik is making with his six-wheel Z12 class tender, it looks as though it is a very fine job.

(Mr. President, that thickness of paint is now a week old but you seemed to not notice that there was a lot of plumbing to be done. Ed.)

Last Newsletter I published a photograph of a bogie and part of David Lee's louvre van, David has provided a description of how it was done.

CR Louvre Van. A report from David Lee.

As Zachary is getting bigger, I needed something to ride on, as we don't fit on the bum truck together any more. This was found out at the Canberra invitation run, I was a bit numb after riding round with Zac for a



while. The van also had to be small enough for me to carry from the back garden to the front and get in the back of the car. The 35' louvre van was the ideal choice, coming in at around 1 metre in length.

The base was folded up out of 2mm plate with the frame made out of 13mm RHS. The louvres were a challenge to work out and after studying my father's router for some time, it came to me. The sides are 6mm craftwood and I used the guide of the router to set the angle of the louvres. A 900x1200 sheet makes for a lot of dust when you carve nearly half of it away. I used 3mm plastic strips for the joins in the louvres and found 12mm brass hinges looked the part for the door hinges.

Next was the bogies, good old arch bars. The top and bottom bars are actually channels, so I bent up some scraps and then used a hammer and the vice, to put the depression into the lower bar, very technical. The guides where the bolster slides up and down, is also channel, so I cut out a bit top and bottom, and the bolts stop it from going anywhere. As the carriage is intended to carry a couple of adults or a few kids, the last thing I wanted was for a bolt to come loose and somebody got hurt, so I decided to weld the axleboxes to the frames. Nice TIG welding by someone at work. The wheels are your standard 37" 8spoke wheel, supplied by Warwick Sandberg, and are the first wheels I have had to machine myself. Now I have some more turning tools. 7x19 ball bearings from inline skates are fitted to each end of the axles. I fitted 13mm die springs for suspension, working on the weight of 2 average adults.

Last thing was the roof. I didn't want to have one for show, and one for sitting on, so I found a place that would cut the foam to a profile, then cover it with an appropriately coloured vinyl. The foam is only 30mm thick, and the foam suggested by The Foam Booth has not been hard on one's rump.

(Editor's note. Craftwood or MDF board does make a lot of dust, it is not very good to breathe it in, and there has been talk of prohibiting its use in school projects.)

#### Member News.

Steve Border has been accepted as a provisional member at the July Director's meeting. Welcome to the Society!

Peter Sayers, Chris Bunnik and Greg Croudace were elected as full members of the Society at the June meeting. Congratulations!

Warwick received an e-mail from Rolf Collett applying for country membership as he is now working in Brisbane. Rolf will be around for a week or two, here is part of his e-mail. "I would like to take this opportunity to thank the Gentlemen and Women of S.L.S.L.S for unprecedented friendships, camaraderie and commitment to club activities."

#### Feet

Very little to report on this issue (at last!). Bernie arranged a display board with some acceptable and non-acceptable shoes and this very simple initiative has proven to be very effective. It could also be the colder weather! Hopefully the good compliance will flow through to the summer months.

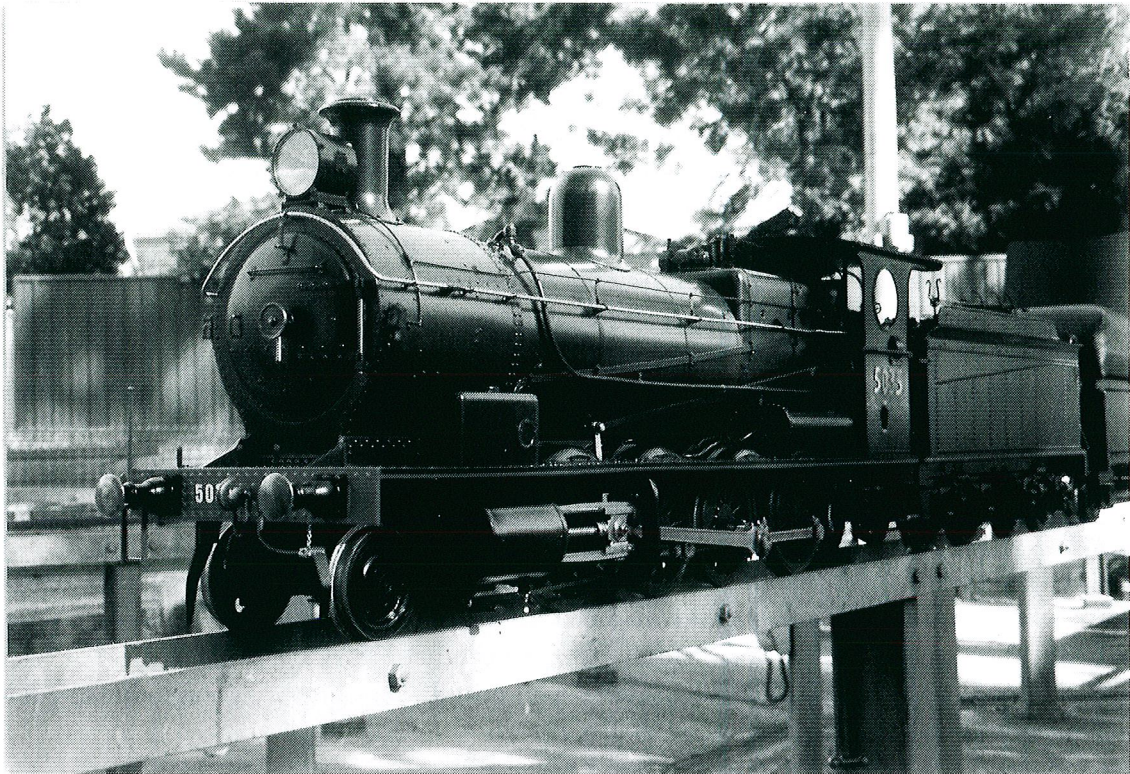
#### Works Reports

##### Elevated Track

Painting of the elevated track ground frame and channel iron is largely complete. This looks great, especially with the recently fixed green spectacle in the signal! The additional approach road to the traverser has had the concrete poured and the uprights erected. Soon the rails will be drilled, and then when all is erected, the lot will be pulled down and sent to the galvanisers. As an addition to the carriage shed door, a counterbalance system is being installed by Ken. This should eliminate the wire supports that are in the way of the traverser. Jim, Allan, Jack and Vic have been working on upgrading of the elevated cars. This has included removable seating to assist in rerailing in the most unlikely event of a derailment.

Following a motion to restrict the public to south of the elevated track, the steel bridge over the elevated was redundant and has been removed. This removed a structure that was very useful in its time, but would not meet today's more stringent safety responsibilities. The concrete steps to the bridge have proved to be a bit more of a problem (ask Brian Kilgour!) We build to last. The current ramp and plank access over the elevated will be provided with steel meld mesh gates. Bill has arranged the gateposts with suitable mounts chemset into the concrete with holes provided by Peter Shiels.





Above.

Garham Kirkby's new 5035, which was built by Barry Potter. Some might consider that there would not be too many more beautiful sights on this earth!

Below.

John Hurst and Bill Richards put their heads together to fix a problem on a carriage bogie. How many years of experience are bearing down on this problem!?

Both Photographs Warwick Allison.





### Ground Level Railway

Jim Leishman has provided additional floodlights at the loco depot and these have improved the light no end in this important location. Allan Cottrell has refurbished the wheels on the unloader and this rolls a lot more freely now. Some sleeper replacement on the outer main at the station has been done, and this largely has made all tracks through the station area of consistent quality. Barry Milner has been repainting the signal numberplates and new stick on plastic letters have improved the identification of the signals. Much upgrading has been carried out on carriages including the provision of new bolster bearings on the blue cars by Ray and bogie and carriage maintenance by John Hurst. A new reporting system is in use. Any matters for future attention should be advised to the signalmen who will note it in the appropriate place. Any one wanting some maintenance to do can look in the book and see what the priorities are.

### Grounds Improvements

The concrete covers over some of the drains have been replaced with steel covers. This lowers the height of the cover and makes the arrangements much less of a trip hazard. The covers will go to the galvanisers with the elevated track connection parts. We also had a leaking water pipe. Rolf solved this by getting an expert to perform some water divining. It worked and Jim Leishman had the crook pipe cut out in a jiffy! All toilet stern seals were replaced as we thought they were the cause of the leaks! (In fact they were contributing, but not the main cause!)

The main entrance bridge has had the deck panels lifted and silicon applied between the bridge structure and the compressed panels before replacement. This has quietened the bridge considerably and it is no where near as noisy when walking (or thumping) across. When driving underneath this thumping could be quite distracting. Hopefully it will also extend the life of the deck panels. Two panels were replaced as they were found to be delaminating. Repainting of the deck is a job for someone! (The special two part mix is in the old clubhouse!)

The fence opposite the ground level loco depot is to be replaced. We are having the boundary surveyed and will try for a fencing contractor to do the work. A retaining wall is involved, but what we end up with will depend on where the new fence alignment is determined.

Bernie has provided a white board in the clubhouse for notes of local interest. Also up in the air now is the television, on its new timber base.

### Wednesday Members Get Together

Everyone knows about Wednesday mornings at the grounds! The first Wednesday of the month is now being used by a number of members for a run and BBQ lunch. Fell free to participate. There are no rules. Run forwards or backwards, inside or outside, as long as you enjoy yourself! Henry can provide details!

### A Request From New Member Steven Border

I am looking for workshop equipment (to build my S truck) and have been trawling the garage sales and have sent a wish list to Emco to see what they can dig up for me. If any member has excess or old workshop equipment they would consider selling, they may wish to contact me on 02 9660 2640. I am looking primarily for a very inexpensive lathe suitable for turning wheel castings, a pedestal drill, a bench grinder, and various bits and pieces like hacksaws, spanners, drill bits, files, taps, callipers, bench vice and g-clamps. My primitive toolbox has been destroyed by clumsy experiments of youth pursuing 16.5mm gauge railways, as in using screwdrivers as chisels (from which I now know better of course).

(You might think from Steve's confession of using screwdrivers as chisels that he was an electrician, except that we all know that electricians use screwdrivers for EVERYTHING! I am sure Steve will score lots of useful bits from members)





Two photographs of the steam launch referred to in the opposite article.

Both photographs, John Lyons.





## Nautical Steam. Report by John Lyons

When most members think of the June long weekend it is usually in relation to the now very popular ILS "Hot Pot Run". For some other steam enthusiasts it is the steam boat regatta on Dora Creek, a major tributary of Lake Macquarie. Over the past few years the number of steam launches has varied and they have been joined by some other vessels, one electric powered, others powered by vintage internal combustion engines. This year was very special, one of my Dora Creek friends, John Shoebridge, was ready to join in the activities with his S.L. Happy Tiger. Now, talk about a small world, John had the glass fibre hull built for him by a fellow that I taught with in my first year teaching at Rooty Hill High School way back in 1965. The hull is about 16 foot long and John did the entire fitting out and machinery design and setting up. The power unit is a single cylinder slip eccentric engine; the propeller shaft is driven through a step up sprocket chain drive. The crankshaft also drives the water pump and an air pump. The boiler is a twin drum water tube type working at 80 psi. and hydrostatically tested to 300 psi. So far the fuel used has been cut up fence palings, one milk crate full per hour steaming. The launch has all the other good things it needs, feed water heater, keel condenser, hot well; boiler feed injector and emergency hand pump.

My offer to act as deck hand on the Sunday was accepted. What a great way to spend the day, rugged up against the very cool winter breeze sitting at the stern in charge of the tiller watching Engineer Shoebridge tend the boiler and the engine. At this stage the launch had steamed for about 34 hours and this run was to date the longest it had been in steam. We set off up the creek and then into Stockton Creek which flows around the back of Morisset and put about after passing the piers of the old Freeman's Drive Road bridge. We steamed back down the creek past the Morisset Caravan Park, where the other steam boats had been tied up for the night. Back into Dora Creek and to John's place for a spot on lunch. After we finished feeding the boiler was steamed up again and we headed for Lake Macquarie. This is a run of a few kilometres taking note of the navigation beacons marking the channel to be followed. We passed through the set of beacons that mark the creek entrance and were in the lake. At this point we circled about and headed for homeport to put the vessel away.

During the last school holidays I was fortunate enough to have another couple of hours on board. On this occasion John wanted to experiment with an emergency power outboard, a seagull, a classic piece of machinery in its own right. As John needed to play around at the stern I had the job of tending the boiler etc., There is plenty to do, keep the fire burning well, maintain the steam pressure, keep the water level in the right place and alternate the water feed from the hot well or the main tank, even a bit of time to enjoy the scenery. On this voyage we followed Dora Creek towards Cooranbong, under the F3 road bridges then into Sandy Creek navigating about as far as was practical. Back home then to tend to the post steaming chores.

Now as Rat said in "The Wind and the Willows" "There is simply nothing better than just messing about in boats"

## InterClub Run

*The next Interclub run is on Saturday 31 August at Wascoe, Blue Mountains Railway Society. They are a nice bunch with a very pleasant railway. Details of the day are on the notice board. They are putting on a BBQ tea at a reasonable price. This would be a great place for members to visit – not too far from Sydney and all 5 inch gauge! The next interclub after this is with us!!!*

## Anniversary Book

Yes! There are still copies available. We regularly sell a few each running day, and they will all be gone in 2 years! Cost is \$7.50. See Warwick or the ticket seller on running days.



**Diary**

|                             |   |
|-----------------------------|---|
| 31 August/1 September       | Interclub Visit Wascoe Siding, Graham St, Blaxland. |
| 3 September                 | Directors Meeting                                   |
| 4 September                 | Wednesday Run and Lunch                             |
| 7-8, 14-15, 21-22 September | Mudgee Wine Festival Invitation Run                 |
| 21 September                | Public Running Day                                  |
| 28,29 September             | Canberra Invitation Run & Floriade                  |
| 1 October                   | Members Meeting                                     |
| 2 October                   | Wednesday Run and Lunch                             |
| 5/6 October                 | Model Engineering Exhibition, Monash Uni, Melbourne |
| 11-13 October               | Galston Birthday Run                                |
| 19 October                  | Public Running Day                                  |
| 25 October                  | Narooma & Kent Rd School Visit (Friday)             |
| 1-3 November                | Wagga Invitation Run                                |
| 5 November                  | Directors Meeting                                   |
| 6 November                  | Wednesday Run and Lunch                             |
| 16 November                 | Public Running Day & Next Newsletter!               |

**Garden Roster.**

|            |  |
|------------|--|
| Sept. '02. | J.L.Hurst, J.B.Hurst C.Bunnik, A.Cottrell, J.Leishman, J.Lyons, B.Peake, M.Tyson, M.Yule.                              |
| Oct. '02.  | B.Hurst, T.Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.                     |
| Nov. '02.  | H.Spencer, G.Croudace, W.Fletcher, M.Gay, S.Larkin, D.Lee, B.Muston, J.Noller, P.Sayers.                               |
| Dec. '02.  | W.Allison, N.Amy, R.Barlow, B.Kilgour, B.Milner, D.Mulholland, J.Mulholland, M.Murray, S.Murray, V.Scicluna, P.Shiels. |

**Gate Roster.**

|            |               |          |              |           |                |
|------------|---------------|----------|--------------|-----------|----------------|
| September. | John B.Hurst. | October. | Brian Hurst. | November. | John L. Hurst. |
| December.  | B.Kilgour.    |          |              |           |                |

**Editorial.**

I can not think of anything profound to comment on for this issue, however, my internet address is as follows: [Jadi4348@tpg.com.au](mailto:Jadi4348@tpg.com.au) so it is now possible and easy for members to send items for the Newsletter. Thanks to David Lee, the first member to use the facility and the President's contribution for this issue was a direct electronic transfer as well

John Lyons.

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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