

'Newsletter'

Vol.31. No. 3.

August 2003.

President's Report-2002/2003

1. Running Days

Rides in 2002/2003 (to May 2003) were 17,244. This is a big drop over the previous year almost entirely due to three days lost due to two total fire bans, and one for rain.

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.

Some of our visitors have taken advantage of prepaid tickets and there is no doubt that this is a big benefit for the gatekeeper.

The injury rate of 0.013% is much lower than the 0.026% of last year, due to only 3 minor injuries recorded. No doubt the 3 lost days has had an impact on this result, so we should not be too comfortable about this. We need to be forever vigilant, and an increased effort in track maintenance to bring all our track up to the latest construction standards of consolidated formations and weed mat would be a good way to try and lock in this sort of performance. The performance of our crews is also a critical factor and we need to be continuously aware of our train operating techniques and the impact this has on passengers.

Many thanks to our drivers, guards and station staff, and especially to our Chief Train Controller Barry Millner for handling the train organisation and Signal Box supervision most reliably.

The public are becoming more educated about the enclosed footwear policy, and this is now becoming much less of an issue. It is clearly a bigger issue in the summer months, but the supervision provided at the gate and a specific warning to each and every person who enters with non-compliant footwear has paid dividends.

Special thanks need to be given to the dedicated ladies who assist in the kiosk. This is a very professional and efficient operation organised by our ever reliable and dedicated Liz and Di. Thanks also to Joy, Bernadette and Mrs Eyre who also regularly assist. I am sure they would appreciate additional help. The members certainly appreciate

them being there and putting that touch of home into our operations.

The President's breakfast held in early May was well patronised this year with the unusual occurrence that we consumed all the food! Bill promises that this will never happen again! We also hosted a day for the sick kids, as usual, on the day of the President's breakfast. Although strictly part of next years reporting (this day being just into the new year), this day was extremely well organised by the Malcolm Sargent people, with a wide range of activities being provided (including African Tribal drumming) and was well attended. There was a good supply of



David Thomas and the B10 on the elevated railway on the July running day.

locomotives, which ran most of the day. Our charity day held in November achieved 1785 rides which was an average result, and again supported the Malcolm Sargent Cancer Fund.

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 again been most pleasing, with another increase of cash in the bank. Our profit is minimal, but our activities unrestricted. In particular I would like to point out that with savings made on our insurance, the elimination of the need to pay another insurance (previously a requirement of the Co-operatives arrangement) and the adjustment of our reserves so as to maximise the interest paid, we have actually saved some \$1700 in outgoings. Our position is sound and the accounts are handled professionally and without fuss. Last year I reported that John had now achieved 54 years in the position of Treasurer, and this year it is now 55 years. Every year is a record and worthy of special mention and I would like to ensure that we give this the public recognition it so richly deserves. We are also indebted to John for addressing and resolving our recent insurance difficulties, a task with a deadline I would not wish on anyone. Thanks John. We should also thank Peter Spencer for auditing the accounts this year.



Another July running day scene with triple headed NSWGR locos on the outer main.

3. Our Membership

We now have 75 members, which is one up on last year. This includes 3 provisional members. Our membership continues its very slight overall increase in recent years. Our Editor John Lyons has regularly produced our newsletter every 3 months and this is sent to other Societies and well as to Australian Model Engineering. It is a well-documented record of our activities. Thanks for your efforts John. As mentioned last year I am sure the Editor would be pleased to receive items for publication. A variety of authors is good for us all.

Our Inspecting Engineer Mick Murray, continues to keep us honest and law abiding and in the process we have significantly improved the safety of the grounds over the year. Our aim is to make Mick's inspections a challenge to pick up any defects! A detailed risk management plan and assessment has been conducted, and actions from this will be pursued.

Mick also arranged a supply of shirts with the Society's logo over 70 shirts were sold to members. This has certainly made a big difference on running days with members being instantly identifiable by the public to good effect. It is pleasing to see the pride members have in the Society.

We meet each Saturday and Wednesday morning. Our members are very active in the Society. I would encourage all members to regularly visit the grounds to lend a hand and have some tea!

4. Projects

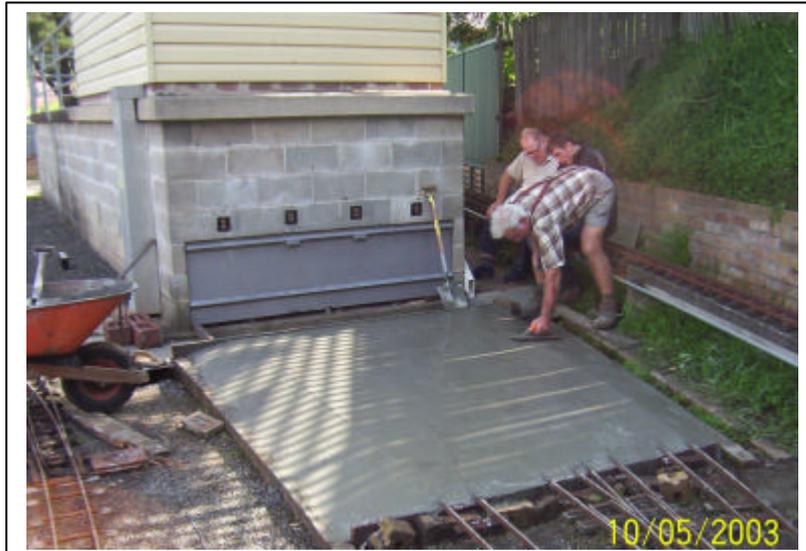
The regular monthly gardening day has worked well with a good role up of both rostered and available members pitching in with their mowing prowess. There has also been a significant reduction in our green waste as members stockpile the leaves and grass in the recycling bins provided, or place the leaves directly on the gardens as mulch. The aim is to have no tip trips with green waste! This will save us not only time, but money as well, as the tipping of a trailer load of green waste is not cheap.

Projects have encompassed both maintenance activities and new or upgraded facilities.

Some of the maintenance activities undertaken include the repainting of our seats and signals, the regular maintenance of our vehicles, the upgrading of our ground level track by resleepering, providing weed mat and correction to the road bed to give correct line and super, replacement of some bridge decking and providing a

flexible bed to better support the sheets and reduce noise, the thorough cleaning of the kiosk area, and the continuing greening of the grounds.

A number of projects either indirectly or directly addressed our OH&S responsibilities. These included replacement of uneven paths by new concrete paths, the new fencing and the elevated bridge removal at the northern end of the grounds, closing in of small gaps in the fences and the provision of new fences for two neighbours, steel covers in lieu of concrete trip hazard covers, and a concrete/steel plate walkway over some elevated track point rodding.



Lionel Pascoe, concreter extraordinaire, finishing off the new carriage shed apron.

New facilities included completion of the elevated carriage shed traverser and the roundhouse link. This will make carriage maintenance easier. The carriage-shed door has had a counterbalance fitted, a road base pit was constructed, and the guard's vans were replaced.

This is by no means a complete list. I realise that there are also a large number of other items performed by the members during the year.

The teamwork involved in progressing these projects is one of our most enjoyable activities.

Don't be afraid to be involved, there is always somewhere a hand can be lent!

5. Model Engineering Activities

Mr Editor, at last that 19 class has joined the loco roster. This is a very nice loco in the true NSW style. A first I believe and a credit to its builder. Congratulations John Lyons. Bernie Courtenay and Mark Gibbons continue construction of their 'Blowflies', Ken Baker for his N & W J class, John Tulloch for his NSW J Class rebuild, David Lee for his Commonwealth C class, Alan Mackellar for his M class, the Mulhollands and Evening Star, Don Jones with his 57, and 36 class locos, Andrew Allison with a boiler for his A10, Henry Spencer with a boiler for his Shay, Bryce Peake & a 500 class, Jim Leishman for his ten wheeler, Matt Lee and a 25 class tender, and Bernie with his 36 class rebuild. I reboilered the V Class. We have seen some drawing dreams for a Tulloch K class boiler, and quite a few elegant components for David Thomas' 620 class. There will undoubtedly be others. Please bring the pieces along for us all to see! Many thanks to our boiler inspectors, Ken, Brian and Bernie for making their services available for the inspection of all our boilers. Without their help we would slowly grind to a halt! There are others and I apologise for not being able to recall them all. Certainly model engineering is alive and well at SLSLS.

6. Interclub Activities

During the year the Society attended a number of other clubs, including visits to Newcastle for their 50th birthday celebrations, Wollongong for the Hot Pot, Hornsby for their



John Lyons and his brand new 1915.

birthday run, and Wascoe for the interclub visit. A number of members also attended the Convention which was held at Penfield South Australia this Easter.

7. AALS & AMBSC

Our proposal to obtain an AALS domain name was accepted, but the motion to put the constitution and bylaws on line failed to get up by 3 votes. We were gratified to receive advice from WorkCover regarding our relationship to the revised O,H & S regulations 2001. We are largely the masters of our own destiny, but we are obliged to conduct Risk Assessments under the regulations and this is actively inhand, not only theoretically, but in practice around the grounds as well.

8. Our Future

For as long as I have been giving these reports, I have favourably looked back on the year in review and predicted a good year ahead. The recent cancellation of running days from both fire and flood is disappointing at the time, but results in both us and our patrons looking forward with a higher degree of expectation that makes the next day even more successful. Our members have a passion for the Society and I think it is our greatest value. I would like to thank the Directors, especially Henry, our Secretary, who handles copious correspondence on our behalf, unseen by all of us.

Thank you all for your contributions.

Warwick Allison. June 2003

Running Day Reports.

May.

As for the April running day “rain stopped play”. This was a bit disappointing being the second month in a row we could not operate. I was able to hand out the Newsletter and we watched some videos including the Channel 7 “Sydney Sunrise” program featuring the SLSLS. Jim Mulholland was pretty quick with his answer to Mark Warren’s rather risqué comment about “Pansy” and Steven Border gave a very competent explanation of the operation of the signal box. With the limited number of members present I headed home and addressed more than the usual number of envelopes to send out the rest of the Newsletters. At least, these days I do not have to lick the stamps.

June.

After two washed out days it was hoped we would have a change of luck. The preceding week had sunny days as good as you could get for early winter. The forecast for Saturday was showers clearing early so true to form the showers were there. The weather did start to clear mid morning at Seven Hills but by 1.00pm at the grounds the cloud was heavier and looked threatening all afternoon till about 4.00pm when there was a some very light rain.

It was your Editor’s turn on the gate. Peter was to be in town for the day and said he would look after the gate and I could steam the Z19. Considering it may be busy I said we will both run the gate for the start and then run the loco when things ease off. From 1.25pm when we opened the gates the footbridge filled very quickly and stayed that way for a very long time. When we had a chance to take a breath it was 2.40pm, I walked up the grounds and saw that it was standing room only, the queues for all the station areas were excessively long with the elevated and outer ground level overlapping. As Peter needed to leave at 4.00pm the thought of running the loco was put aside and I returned to the gate and sent Peter off to catch up with some of his friends that happened to be there. There were four party groups, two had pre paid tickets which made life easy, we kept a



Ross Bishop gave us a hand on the July running day, seen here before the crowds arrived with Barry Tulloch and Ray Lee.

check list for “Noah’s” party and the other party group had a sentry at the gate with us to hand over the cash as their invitees arrived. As it was the release day for “Harry Potter-Order of the Phoenix” we had two black caped visitors, the wizard with the scar on his forehead. We should have had one of the locomotives carrying a “Hogwarts Express” headboard.

On the elevated track Mick Murray “Tinkerbell”, Jim Leishman, Ps4, Jim Mulholland, 0-6-0 pannier and Ken Baker “Simplex” all ran trains. David Thomas B10 2-6-0 double headed with Brian Rawlinson, “Blow fly” giving us the best display on the elevated for some time.

On the outer ground level Henry, TGR R class and Max with “Bitza” hauled one train. Max was riding on the new tender body that had been on display at the inter-club day at the end of May. The second train on this track was under the control of Peter Shiels with C3901. The inner track saw a variety of motive power. The Lee double heading C3112 Ray, and C3506 Matt, provided a service for the whole of the afternoon. The second train saw a host of combinations of motive power. To start with there was D5902 Barry Tulloch, double heading with C3142T Jeff Sorensen. John Tulloch made up a triple-header with the “J”. After Jeff cut off with C3142T the two Baldwins carried on till the D59 was forced to retire with burner problems. The two Homebush Depot locomotives were replaced by the Allison V1224 for the rest of the afternoon.

We had provided 3252 rides for the afternoon! Brian Hurst had stopped selling tickets early as he had realised that we may have to run till after sunset if he kept up the sales. There were people still coming along after 4.00pm, I told them that they would possibly not have time for a ride. While gate duty might be a bit of a drag it does have some compensations. The compliments from the general public as they left were very gratifying; some expressed surprise at not knowing we were here and one fellow was making his second visit in almost 50 years. The light rain about 4.00pm sent some home but more went for wet weather gear and returned. One visitor remarked they were surprised we had run as there had been steady rain at Beecroft most of the afternoon.

July.

Once again the sky was a bit threatening and for mid winter there was certainly a chill in the air, with all this cloud and rain on our running days it is a bit hard to realise we are still in drought conditions. Our tally for rides was 2730 with the crowd much less than the previous month. Mick Murray has a positively leisurely time on the gate, even the initial burst at opening time did not last for long.

By contrast to the June run the elevated track saw a very light service. Jim Leishman with the Ps4 ran one train while David Thomas B10 ran the second. I had run Z1915 and put it into revenue service double heading with David and the B10 for a few laps but retired and returned to loco when the pump on the riding truck developed a problem, leaving David to continue for the rest of the afternoon.

On the inner main Andrew Allison, now a provisional member, was at the regulator of V1224 all afternoon, John Hurst and the 4-8-2 ran the second train for some time till replaced by the regular combination of Henry and Max, TGR R class and “Bitza”. The outer main had the variation of locomotives this month. Ross Bishop with his Fowler “Toneya” ran one train for most of the afternoon and was replaced by Ray Lee with C3803. Early in the day, Ray and C3803 had run the other train on the outer main and came off to make way for a triple header. The locomotives were D5902, D5035 and Z2904 with Drivers Tulloch B, Tulloch J and Kirkby G at the regulators.



Barry Potter built 32class “Macquarie” seen on display at the interclub day.

Bernie kept an eye on the inner main level crossing keeping the visitors in check and an eye on the drivers as they followed the requirements of Circular No.2. As the cold started to be more noticeable at about 4.30pm, the crowd started to thin and we were able to shut things down for the day.

SLSLS May Interclub Visit

The weather was absolutely perfect. The club house had been set up the day before, and the grass was given a final trim (thanks to those that did this!) and this included some hire of tables and chairs, all of which were needed on the day and were well utilised. The gates were opened at 7am, with the first visitors (from Orange!) arriving about 8am.

Roger and Barry were closely followed by Alan Head from Hornsby, and then a large contingent from Lake Macquarie.

The registration shows visitors from:

Lake Macquarie; Bathurst, Wollongong, Western Districts, Hornsby, Mooroolbark (Vic), Twin Lakes, 7 1/4 inch gauge Society (must be UK!), Bankstown, Central Coast, Canberra, and Warringah ME. There were a total of 75 official registrations, but my guess is that with our members included plus others not registered, there must have been over 200.

There was a steady stream of locos coming and going and it would be true to say that they were all quality jobs and I don't think any one had any real troubles.

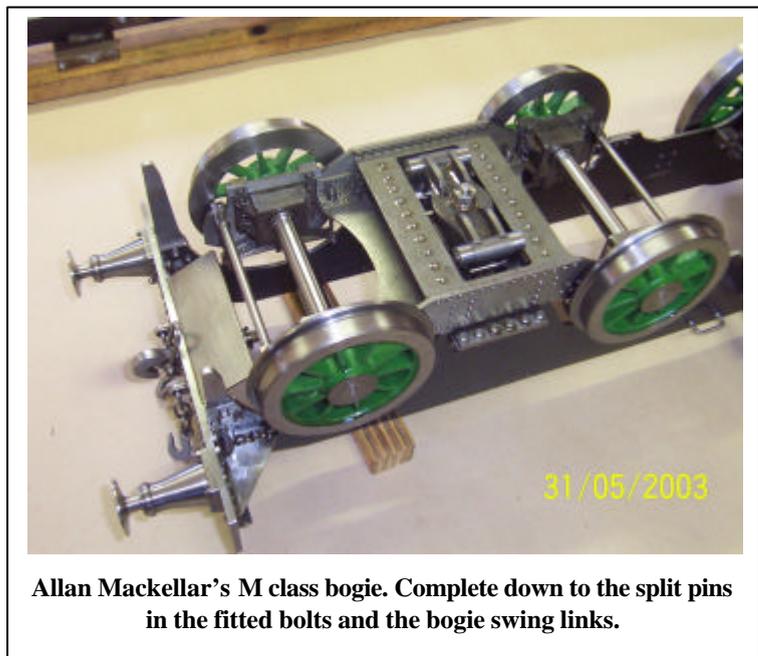
The boiler inspectors were kept busy and the official boiler attendance register on the day

recorded a total of 20 locos, which included 5 non steam. The signal box coped fairly well despite the action being quite different to a normal running day. It was great to see Barry Millner back after his op, and he just couldn't help himself and stay on the sidelines. He was soon back into it, radio in hand, as train controller extraordinaire!

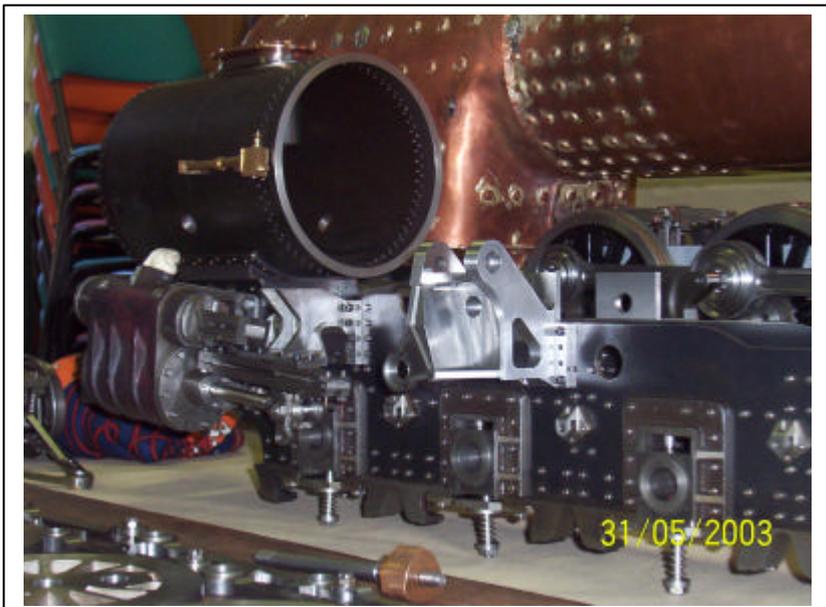
The display in the clubhouse was very well received and there was an excellent display of member's work, continuous videos and digital piccies, as well as our usual historic display on the clubhouse walls and in the display cases. It would be true to say that model engineering is alive and well!

At the risk of leaving some one out, the display included:

Jim Leishman's 10 wheeler; Barry Potters latest production a P class, Ross Bishop's 50 class, Andrew Allison's A10; David Thomas' 620 class; Alan Mackellars M class (see the attached photo!); Scott Murray's AC16 frames, Don Jones 36 and 57 class; Ken Baker's J class, Jim and Dennis Mulholland's 'Evening Star'; Henry Spencer's Shay, Matt Lee's 25 class tender, Max Gay's new tender tank for Bitza, John Tulloch P class bogie, Bernie Courtenay 3 1/2 inch g 36 class rebuild; Tulloch's 2 1/2 inch 36 class and passenger cars; Brian Hurst's Dyak; and the Allison's various water cut components. Hopefully the drool does not



Allan Mackellar's M class bogie. Complete down to the split pins in the fitted bolts and the bogie swing links.



The Mulholland's "Evening Star" is a magnificent job with the motion brackets milled from the solid. Here it is dwarfed by Ken Baker's Norfolk and Western J Class boiler.

cause too much rust on the exhibits! This does not mention all the items except to say if you missed it, you missed a lot! The standards are very high and the prototype miniatures a joy to behold!

The girls did an excellent job with the lunch, as did those members who manned the BBQ. In the evening they really excelled themselves with most professional catering for about 35 evening meals. Bernadette, Joy, Dianne and Liz even did all the cleaning up and at the end of the day the kitchen was spotless. Thank you very much.

Members pitched in well with the cleaning up. Most of the guests had left after the meal, (they had a bit of a drive ahead of most of them) and while the V did some laps with a rather long train, the show was all put away. I left about 9.15pm, suprisingly early. It was a great day.

Hot Pot Run reported by Warwick Allison.

I know a few members were at the Hot Pot on Sunday (like me) and this was a great day. The weather was just perfect. Model Engineering highlights included the Bird Bros, EHO brake van (includes the mail sorting boxes) and Bob White's RU, K and U wagons. Ross Bishops 50 class was on display as well as a very nice Class 4 BR 2-6-4T chassis and a turbine for a turbo motive. The crowd was a bit down, but this probably improved matters! There were lots of trains and it was a great day. People came from Victoria and Queensland for the weekend. Andrew spent some time running tender first with the V, to many people's amusement! Thanks ILS.



The yard at Illawarra Live Steamers during the Hot Pot Run.

Loco & Rolling Stock News

At long last The Editors 1915 has steamed and runs very sweetly. It made its debut at the Interclub visit. J486 alias 2904 has been released from overhaul and is now back in service with, it seems, an improved reliability. It certainly looks smart in its shiny new paint.

All ground level guards vans have been now been changed. Some minor works such as painting, remain to be done.

Annual General Meeting

At the recent AGM held in June there were not too many changes to report! The committee remains unchanged;

President:	Warwick Allison
Vice President:	Bernie Courtenay
Secretary:	Henry Spencer
Treasurer:	John Hurst
Directors:	Jim Leishman, Ken Baker & Mark Gibbons

Other positions are:

Ground Level Track Superintendent:	Mark Gibbons
Elevated Track Superintendent:	Jim Leishman
Chief Train Controller:	Barry Millner
Inspecting Engineer:	Mick Murray

Many thanks for Mark Gibbons taking on the role of Ground Level Railway Track Superintendent, and for the continuing commitment of the other lucky winners!

The fees for the coming year are unchanged at \$40. The Treasurer would be interested in members forwarding their fees which are now due as soon as possible.

It was for shadowed that fees next year could be increased to \$45, with the aim of having fees at \$50 in a few years time, this being merely to ensure that our fees are not ridiculously low, and to keep pace with general inflation and value for money. (Some Societies have fees well over \$100, as the insurance component is factored in and paid by the members).

Membership News

Steve Border has been accepted as a full member of the Society at the August meeting. Congratulations Steve, we hope your association with the Society will be long and enjoyable. Steve has already made his mark as the star of the Sunday Sunrise episode on SLSLS screened in May.

Hazard and Assessments

The AGM was followed with the special general meeting where Mick presented his Hazop Report which was the result of the risk assessment by Mick, Bernie, Jim and Warwick. There are a few actions that come out of that which we should try to deal with over the next few months. This was followed by the Inspecting Engineer's yearly inspection. There are a lot less items on this years list than last year! Some specific items include removal of the dead tree near the Hawkesbury River bridge, fixing some holes in the fence and renewal of the anti-slip surface on the bridges.



Pouring the concrete footings for the new unloader rails. Here we see an interesting view of the technique for screeding the job.

Works Reports

Elevated Track

Two elevated roundhouse roads and some weldmesh fencing has been dismantled in preparation of serious construction work commencing on the new unloader. The size of the concrete on the lower portions of these posts were probably designed to reinforce the foundations of the Chinese houses on the other end! This gives us two spare gates that are being installed further down the grounds by Jim Lieshman.



One of our half scale Griffiths Bros Teas signs.

Ground Level Railway

Allan, Brian Hurst and Jack Grierson were painting again, this time it was the fence between the outer main and platform road, and doing their usual exemplary job. Also completed is the resurfacing of the main entrance bridge, and the ground level railway platform bridge. These should now be reasonably slip proof! There has been substantial upgrading and resleepering between No 6 points and the diamond crossing on the inner main. This work has been to improve the formation, provide weedmat and the new sleepers are our first major installation of plastic ones.

Grounds Improvements

Our two new half scale Griffiths Teas signs were erected. These are a combination of colour bond (obtained by Bill, with nice folded edges), artwork done by Andrew & Warwick, and computer cut lettering arranged by Jim Leishman. One says 13 miles, and the other 14 miles.

Work has been underway in earnest on the new unloader for some time. Several of the elevated loco depot roads were removed to make way for the new tracks for the unloader. The unloader has been based on the Newcastle design (thanks to Brian Jones who sent us some details!) and has been aligned to service both the ground level and elevated loco depots, as well as ensuring that the maximum space possible is available for the turning of motor vehicles. Work has progressed quickly and the footings are installed and Peter Shiels has the unloader steelwork well in hand. The fork lift has been tested and is in good operational order. A copy of the design is on the notice board. Also completed recently is the removal of some dead and/or dangerous branches. Thanks to David Thomas for organising this.

Inner Main Level Crossing

Members who attended on the June running day (and especially those who ran on the inner) will appreciate some of the problems at the level crossing. For a time there were children playing cat and mouse with the trains and running back and forth across the crossing. At the July Director's meeting it was decided that the only sure way of guaranteeing safety at this crossing is for trains to Stop and Proceed when it is safe to do so. Because of the falling grade, drivers will need to shut off at the station and apply sufficient brakes so as to have their train under control and bring it to a stand clear of the crossing. The train may proceed when the crossing is clear of people and the gates are closed.



Zac Lee admiring our new NSWGR restored cast iron sign. Jim Leishman arranged the 'West Ryde Pumping Station' fill in.



Ken Baker's J class fabricated cylinder block being (closely) examined by Barry Tulloch.

That Dreaded Crossing. Report from David Lee

Some of you may have noticed me playing around behind the clubhouse with a laptop and gizmo. Mark Gibbons and myself are trying to tackle the problem of lights and bells at the pedestrian crossing on the inner main. Ideally a split track would be used, but as we have welded steel track this would be very invasive. The alternative is to count the number of axles going into a section, then counting them again on the way out. If the two counts are equal, then all is well. Mark and I decided we may as well go the whole hog and section both inner and outer mains, beyond the signal box's control, into three sections each with three aspect signals at the beginning of each section. It is hoped that this will alleviate the problem of finding a train stopped just around the bend, when something has gone wrong.

Rather than make counters and try to make them equal each other, we have decided to use a PLC, (Programmable Logic Controller), as it has numerous counters, timers and comparators. The PLC is a replacement for relay logic except when you want to change something, you change a program, (Ladder Diagram), instead of rewiring. That's the gizmo I've got hooked up to a couple of proximity sensors mounted in the rail. The sensors will only detect metal and can sense a bit over 1mm away. To make my life a little harder our illustrious President rightly pointed out that the counter needs to know if a train is travelling forwards or backwards, where shunting is taking place or when the train rolls back a bit before running back up the grade. This is why some places have two sensors and others have one.

The PLC we have had donated has 32 inputs,30 outputs approximately 250 counters and timers, and does all the maths. It's only 100mm wide,90mm high, and 75mm deep. To give you an idea of how fast it needs to count, we did a little maths of our own. For the older folk, a 2" wheel going 10mph is only on the sensor for 2.5milliseconds and at 4"centres the next axle is only a quarter of a second away. For the modern folk, substitute 50mm and 15km/h at 100mm centres. Either way it's faster than I can count. All the finer details of the system have not been finalised, and there is room for expansion if the need arises. DO NOT FRET. We are not taking control away from the signal box, or automating the signalling system, we are just improving on the parts the signal box can't see. If the counters do not add up for some reason, there will be a reset switch for each section. We are trying to make it as safe as possible for everyone, but there's nothing to stop a driver running through a red signal, other than a large heavy object.

Trailer

The Society has taken delivery of its new tipping trailer. After it was christened, we saw Bernie promptly hosing it out! Arrangements have been made to improve security for it. It should prove a useful addition to the Society.



Our new tipping trailer, all ready for a load for the tip!

Alterations to Signalling and Safeworking

West Ryde (Metropolitan-North): Provision of Medium Turnout Indication on I 3.21, and Medium Indication on I 2.

Since 24 May 2003, a medium turnout indication has been brought into use on I 3.21 signal. When number 21 lever is operated, I 3.21 will display a band of yellow lights (caution turnout indication) inclined to the left under a red light. This indication means that the turnout route is set, and the next signal is at stop.

When I 9 signal is cleared, I 3.21 will then display a pulsating band of yellow lights (medium turnout indication) under a red light. This indication means that the turnout route is set, and the next signal (I 9) has been cleared.

Should I 3.21 be displaying a caution turnout or medium turnout indication, I 2 when cleared will display a medium (pulsating yellow) indication. Other indications are unaltered.

These additional indications have been provided to aid drivers in the control of their trains. All inner main running indications now give an advance indication of the aspect displayed on the next signal.

Locomotive Transfer List

Date	Locomotive	From	To	Remarks
May 2003	1915	Beyer Peacock & Co	West Ryde Loco	New Locomotive
May 2003	2904	Homebush Workshops	West Ryde Loco	Ex Major Overhaul.

Diary

30 August	Interclub Visit - Lake Macquarie Live Steam Locomotive Society
2 September	Directors Meeting
20 September	Public Running Day
7 October	Members Meeting
10-12 October	Hornsby Birthday Run
18 October	Public Running Day
31 October-2 November	Wagga Invitation Weekend
4 November	Directors Meeting
25 November	Public Running Day & Next Newsletter! Charity Day
2 December	Members Meeting
6 December	Members Christmas run and BBQ. More details next Newsletter.
20 December	Public Running Day

Garden Roster.

Sept. '03.	H.Spencer, G.Croudace, W.Fletcher, M.Gay, D.Lee, B.Muston, J.Noller, P.Sayer, A.Allison.
Oct. '03.	W.Allison, N.Amy, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, M.Murray, S.Murray, V.Sciicluna, P.Shiels.
Nov. '03.	B.Courtenay, K.Baker, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa.
Dec. '03.	J.Hurst, J.B.Hurst, S Border, C.Bunnik, A.Cottrell, J.Lieshman, J.Lyons, B.Peake, M.Tyson, M.Yule.

Gate Roster.

September.	Scott Murray.	October.	Brian Muston.	November.	John Noller.
December.	Brian Rawlinson.				

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. Feel free to participate. There are no rules. Run forwards or backwards, inside or outside, as long as you enjoy yourself! Henry can provide details!

Visiting Drivers

A reminder to members that the Track Superintendent has the only and final say on running day as to the competency of drivers who



The experts are seen here hard at work testing the unloader. This exercise turned out to be a revelation on the quality control of Chinese jumper leads!

may run. The Track Superintendent may request advice from others before he makes a decision, however, any foreign drivers MUST be authorised by the Track Super BEFORE they join the footplate.

Editorial.

The big crowd that turned up for the June running put our operating system to the test. It was very fortunate that we had the locomotive availability at our disposal on that day. We could have done with a few more members to share some of the other duties of the afternoon and make it easier for everyone.

It is on days like we experienced in June that we should fully appreciate the valuable support that our ladies who operate the canteen give us. Any running day would be difficult to run effectively without their willingness to participate.

John Lyons.

Running Shed Superintendent
Homebush Engine Works

22 June 2003

Dear Sir,

I was in attendance at the SLSLS railway on 21 June and witnessed the amazing performance of 5902 while double heading with 2904 on the inner railway with a massive trailing load.

I am a student of locomotive performance trials and have studied the great locomotive engineers, but never before have I seen the spectacular firing arrangements employed on 5902 used anywhere else. I understand the principle of saving energy by intermittent use (such as has been successfully employed on bicycle flashing rear lights), but the pulsating oil jet on 5902 was both unexpected and bewildering in its regular roar, woof, roar. The sight of the flames that emerged from the sides and beneath the locomotive could only be described as if they were from the legendary tongues of dragons, and the regular extinguishing and re-ignition must be the result of an ingenious device, the subject of much research and no doubt shrouded in secrecy.

It was a big disappointment to see the locos removed from the train mid journey and replaced with V 1224. I found the V totally capable to handle the subsequent train running completely unaided especially up the steep hills, even with the increased loading that 5902 plus assistant was hauling, as well as to maintain the timetable, but it lacked the remarkable spectacle provided by 5902.

I can only assume the removal of 5902 back to Homebush Loco was to ensure the outstanding qualities of the new burner were not displayed to the world before it was truly ready for public exhibition.

This development must rank with that of superheating and the gas producer firebox in importance. Surely the name of Tulloch will rank among those of the great engineers like Churchward, Chapelon, Porta and Wardale for the development of this new ignitive device which I am sure would have staved off dieselisation should it have been invented earlier.

I look forward to technical details being published, but I fear patents will all be bought by the oil companies, and development suppressed least it reduce world oil consumption.

Yours faithfully,
"Railfan".

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

To ride on the trains, enclosed footwear must be worn.