

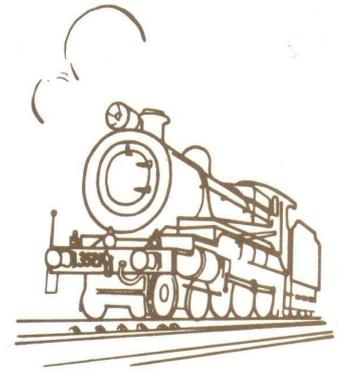
Sydney Live Steam Locomotive Society

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

'Newsletter'

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Ray Lee and 3803 making a good job of working upgrade on the Outer Main.

Running Day Reports

May 2005 Running Day Report

Our last autumn running day for 2005 turned out to be part of a beautiful weekend. The showers of rain that fell during the week had cleared and the day could not have been better. There was a very good crowd; we have come to expect this on good days at this time of the year, with plenty of party groups.

The elevated track was a bit light on after the triple-headers of previous months. Jim Leishman ran the new 4-6-0 10 wheeler with a couple of cars and a van. Paul Taffa hauled two cars with the "Hunslet", David Thomas and the B10 took one car, as did myself with Z1915. Jim's new loco was running well till a lost crosshead retaining nut forced an early retirement. Peter Sayers ran his 0-6-0 Blowfly early in the day but packed away in the early afternoon.

On the ground level late lunch in the barracks saw a delay in the full service getting under way. Barry Tulloch D5902, was first out on the outer, (he had his own lunch), and was joined later by John Tulloch with the "J". They ran the green carriage set with one other car to make up

an 8 car train. The second train on this track was the Hurst 4-8-2 "Mountain" class with John B. at the regulator. If you like listening to the locomotives working up the grade this is one to listen to. A problem developed mid afternoon and on return to loco it was discovered it could not be corrected then and there and was packed away into its trailer. The inner trains were run by Warwick, V1224 and the Central West car set, and, a C30 class double header. Ray Lee C3112 tank engine and Jeff Sorensen C3142 T tender loco coupled on to the blue car set. Max Gay had "Bitza" in the roundhouse but did not steam it.

As the day was so good the crowd stayed on even when the late afternoon chill set in. Warwick's last run was almost at 5.00pm. and was very nearly full.

We had some visitors from the Edgeworth Society, Jeff and Joe Huntley, Jeff Wakeham and John Austin. We finished the afternoon with a tally of 2861 rides, this was a couple of hundred below the total for last May – probably due to the late start. Elizabeth, Diane and Joy had a busy time in the canteen finishing up well after dark.



Tony Eyre driving Jeff Sorensen's 3142 leads Ray Lee and 3112 on the May running day.

the sound of the two Gresleys coming slowly into the station as we were leaving was very impressive.

We were pleased to have Ross Bishop with us for the afternoon. Ross ran his Fowler cane locomotive "Toneya" on the inner track. The second train was coupled behind Warwick's V1224 which was later joined by David Thomas with his B10. On the outer track Ray Lee ran one train with C3803 at the head. The second train had some variation of locomotives. It started the afternoon with Bernie Courtenay SMR 10 class and John Tulloch "J" class. Mid way through the afternoon the 10

class was replaced by Barry Tulloch and D5902. Ross ran the last train at about 4.45pm.

June 2005 Running Day Report.

A crisp, cold winter's day, as good as it could be. The sun was out but as it went down the temperature quickly followed. We had a very good crowd, Tony Eyre on the gate was very busy all afternoon including having to put out a grass fire on the car park side of the elevated track. As usual we had some big party groups; one of these had a very long birthday cake, locomotive, tender and a number of carriages. The cake table was an ironing board suitably covered and decorated.

Early in the day Gary Buttel ran his C36 class and Peter Sayers steamed his Blowfly, both on the elevated. With lunch out of the way early this month trains were on the track by the time our visitors were on the way in. Jim Leishman ran the Ps4, 4-6-2, with four cars and a van. Double "Nigel Gresleys" John B.Hurst and Brian Kilgour hauled four cars and a van while Paul Taffa, "Hunslet" took two cars. Paul later reduced his train to one car and that car was added to John and Brian's train. We had full trains all afternoon with the queue for the elevated station overlapping the outer ground level station queue. At times when riding guard on Jim's train

The day started with some maintenance. Repairs were carried out to the elevated signalling, where some reed switches were replaced, to the ground level where two point machines were adjusted and oiled. A switch in the signal box was attended to, and a blown globe in No. 1 signal was replaced by Barry Millner. In the dark to finish the day Jim Leishman did some adjustment to the



John Tulloch & 2904 leads Barry Tulloch and 5902 on the outer main while V1224 receives a new load of passengers at the inner main platform.

spotlight for the unloader area.

We also had Peter, Lois, and Allan down from Mudgee for the afternoon. They had a stall advertising their railmotor trips.

Warwick reports: "Ultimately we gave 3348 rides. I have records here for the last 10 years, and this is the third highest figure, only beaten by August 2000 with 3552, and July 2001 with 3366. For the 6 months of the calendar year we are running at 14206 total, which is even better than last year, and that was a record. We continue to have attendance figures which are above average for each month."



July Running Day Report.

Jim Leishman and the Ps4 on a 4 car train plus John Lyons in the guards van on the elevated track during the June running day.

For this mid winter running day the weather was kind to us. We had a sunny day but the breeze was rather cold, as the sun dropped so did the temperature and the patrons headed home early; most of them anyway. The crowd was rather good and Wayne Fletcher on the gate was kept rather busy. Vernon was well occupied with ticket sales as he often had a long queue to manage.

Elevated running saw Jim Leishman with the Ps4 hauling four cars and a van. The five car train was double headed by John B. Hurst with his Nigel Gresley 2-8-0, running with Ken Baker and his 0-6-0 Simplex. David Thomas pulled a one car train with the B10 and Paul Taffa ran the "Hunslet" light engine for some time. It was a busy time for the whole afternoon as the queue was again overlapping with the ground level station passengers so all our trains were fully loaded on every run. I had planned to steam the Z19 but when setting up I stripped the thread on one of the injector water feed unions so thought it safer to pack up and assist Jim running the Ps4.

On the outer ground level Warwick ran one train with V1224 while the second was double headed by Matt Lee with C3506 and Jeff Sorensen with C3142T. Late in the day the C35 was replaced by the "J" with John Tulloch at the regulator.

We again had the service of Ross Bishop with "Toneya" the 0-6-2 Fowler. Ross ran on the inner. He was first train out and just about last train back to loco with a full load each time. Ray Lee with C3803 ran the second train on the inner but about 3.00pm. the train was rested with brake problems. Late in the day John Tulloch and Martin Yule arrived with the "J" and "Mountaineer", the late

Trevor Collett's locomotive which is now on the allotment list of the Homebush Works. Both locomotives were steamed, the "J", as mentioned earlier, replaced Matt and C3506 and the "Mountaineer" took over the train C3803 had hauled. There was a problem with the riding car and the guard rail on the inner curve that ended its run.

One of the features of running at this time of the year, at least on the elevated, is driving straight into the sun as we climb the bank before reaching the shadow of the signal box. Just when we seem to have some shadow over most of the run up the hill we start having the sun reflected off one of the buildings on the down side of West Ryde Station as we drop down the grade.

Brian Muston ran his 4-6-0 for a while, but coupling difficulties prevented him from double heading.

Early in the day Jim Lieshman finished off fitting the new hot water service in the clubhouse. The old one had suffered and was leaking through old age corrosion!

Jack Grierson has produced a new blackboard which was needed to help advertise the September special running days, plus the \$1 ride fee from October. We had 2 erected, one at the entrance, and one on the clubhouse.

One incident occurred where a small girl was dragging her foot and it jammed between the footboard and a converging rail. Just as well she was wearing shoes! While somewhat disturbed, there appeared to be no damage done, and they finished the trip.

We will consider some plate guards next to see if we can resolve this.

The day finished with 2886 rides being given. While the lack of a train on the inner for about 1½ hours was fairly



Ross Bishop and 'Toneya' on the inner main during the July running day.

critical, the numbers still resulted in the second best day July for 11 years and a cumulative figure for this year about 1000 rides above the previous best. (No wonder we come home sore!)

What's Doing!

150 Years of NSW Railways

The Society is planning an event on 3 & 4 September 2005 to celebrate this occasion. The web site has been updated with details. The event is linked to the NSW 150 Years site with details of all events. The format will be two days of public running days, 10am to 4 p.m. There will be a display in the clubhouse. Public running will be as per demand, but at least one passenger train should operate on each railway. This will leave space for various NSW theme trains to operate, including scale rolling stock. We have sent written invitations to those friends who may be able to assist us in enhancing the NSW theme. This is not an interclub or general invitation type event, but more akin to a normal public running day but

Running Day Statistics.

Ross Bishop took some statistics on his ground level train running on the July running day:

"Today I wrote down some statistics of my running during the day and the results were as follows:-

Average ride duration 7.5 minutes (extraordinary delays excluded)

Passengers on 6 cars varied from 18 to 30 in number per train.

Total rides between 1-40pm and 5pm = 606 (this included delay of 15mins due to Mountaineer derailment)

Water used 80 litres

Char burnt including raising steam 0.02 cubic meters (two bunker fulls / don't know density to calc weight) ."

If we extrapolate some of Ross's figures, he would have run 16 km during the afternoon.

Given we usually have 4 trains this results in 64km run on the ground level railways. In the Signal Box, this translates into 2027 lever movements (either a pull or a put back) which is, on average, one every 6 seconds!

run with a special theme. There will be a BBQ tea on the Saturday night to celebrate the event and thank our invited guests!

The possibility of assisting with the main RailCorp displays on the actual anniversary weekend has unfortunately not eventuated in the form we envisaged, so we have pulled out of those arrangements.

ARHS and SLSLS Christmas Party

The ARHS has requested and we have agreed to host their Christmas Party at the grounds on SUNDAY 4 December. (Note not the Saturday!) The format for the day will be that they will be arranging a BBQ lunch for their members (and us!) We will run from 11 am to about 3 pm. Following their Christmas Party we will be staying on for our own BYO BBQ tea. Invite your family and friends and have a great time. Members are encouraged to bring their current project for display and bring your locos for a

run. We have agreed to the Sunday as it is clear of other steam and rail related activities and hopefully will permit more people to attend.

Items Surplus to Requirements.

It was decided to dispense with our 2 welders and obtain an inverter type (as approved in general meeting some time ago). The elevated track that has been removed from the elevated loco depot (apart from that needed for swapping to provide adequate 2 1/2 inch gauge capacity) is also available. Any one interested in any of these items please see Warwick or Bernie. (Donation to other Societies is also an option! NB: the welders will be without accessories).

Loco and Rolling Stock News

The boiler inspectors have been hard at work with inspections of a new boiler for Wayne Fletcher's 2-6-0 loco being hydraulically tested. Also squeezed were boilers on Ray Lee's 3803, Jim Mulholland's 0-6-0 Pansy, Vic Sci-

cluna's Heisler, Ken Baker's Simplex, Lionel's 2-8-0 and 3811, Jim's Ten Wheeler and Bernie's 10 class. More boilers in the forms of Trevor Collet's 'Mountaineer' now on the roster for Homebush Loco, and Martin Yule's Foden steam wagon have also been tested. It's good to see Mountaineer back at the grounds! Brian Kilgour organised an endoscope



A different elevated combo in July with John Hurst and his Nigel leading Ken Baker and Simplex.

to peer into the steel boiler. This was surprisingly better than anyone expected, and the Society will obtain one for future inspections.

Brian Muston showed us his recently completed John Fell open wagons which used some plastic running gear components and aluminium planks. Nice lettering too!

Members News

A note from Brian Hurst. On Wednesday 1st June the SLSLS Wednesday Group farewelled Bryce Peake who has moved to Queensland. Bryce and his wife Nance will be close to their family when they take up residence in their new home at the Forest Way Retirement Village in the suburb of Albany Creek, Queensland at the end of June. Albany Creek is approximately 20 kms north of Brisbane and a little to the west of the Bruce Highway.

We received an email from Greg Peake (son of Bryce). Bryce has now relocated and anyone venturing north is welcome to drop in for a cuppa. Bryce receives our weekly emails and Brian Hurst has already paid a visit!

We had a visit from a nice lady from Malcolm Sargeant who gave us a present for having a day for them in May. The present was 12 Malcolm Sargeant mugs, a large tin of coffee and a box of tea bags, and 2 packets of family assorted biscuits. They certainly know the right things!

Henry is progressing well after his recent operation. David Thomas is keeping the Secretarial side of our affairs in order until Henry is well enough to continue, with Mark Gibbons still assisting as required.

Parking During Running Day

Would members please note that parking in the grounds on running days seriously obstructs turning vehicles, particularly those with trailers. If you do need to park in the grounds, please do so as if you are using the unloader.

This clears the area for other vehicles to come and go. But to be fair to all, please park outside on running days and leave the top of the grounds clear.

Annual General Meeting Results.

At the 57th AGM Mark Gibbons stood down as a Director and Track Superintendent. The meeting elected Brian Kilgour as the new Director, welcome back Brian! Mick Murray was elected as Ground Level Railway Track Superintendent; otherwise all positions are the same as before. Here's the full list:

President;	Warwick Allison
Vice President;	Bernie Courtenay
Secretary;	Henry Spencer
Treasurer;	John Hurst
Directors;	Ken Baker, Jim Lieshman, and Brain Kilgour

Other positions are:

Elevated Track Superintendent;	Jim Lieshman
Ground Level Track Superintendent;	Mick Murray
Chief Train Controller;	Barry Millner
Inspecting Engineer;	Mick Murray



Bryce Peak and Jack Grierson look on as Bernie Courtenay gives Jim Leishman's 10 wheeler a steam test.



Brian Hurst, Barry Millner (on the tongs!) Henry Spencer and Bernie Courtenay shows there is always time for a BBQ lunch!

As well David Thomas has kindly agreed to assist the Secretary. Members fees were set at \$50 for the year (\$25 country members). At the following Special General Meeting following, it was decided to increase the ride charges starting on the October running day. Rides will then be \$1. There is no change to entry charges.

Works Reports Elevated Track

Lionel Pascoe was the principle worker on the Eastern Retaining Wall which has been completed. The wall is constructed using hot dipped galvanised columns and notched treated pine logs that slip into the columns, and backed with plastic sheet. It was interesting to see John Lyons notching logs using traditional means, instead of the mass production circular saw method! (And he wasn't that slow either!)

Bernie Courtenay and Brian Kilgour have been progressing the construction of four new elevated cars. They are well advanced and the painters will be let loose on them soon. The carriages are taller than the current, taking advantage of the higher seat height (to accommodate the Sandberg braked bogies), and then using the full depth for the footboards. Watch out for the colour scheme! Jim Lieshman has arranged the carriage lettering for the new cars in yellow and black shading.

A defective reed switch on the elevated signalling was replaced and Jim has concreted the surrounds and provided a sheet metal cover to protect them in the future.

The mechanical interlocking in the ground frame was getting a bit stiff, so the cover was removed and the lot given a good oiling. The levers are now much easier to use.

The stub points near the new retaining wall were adjusted and it now works much better, even though the repairs were a bit on the temporary side. Packing had to be provided on one side on the pivot support and on both roller supports at the swing end. The main pivot has got a lean probably due to the influence of tree roots.

Ground Level Railway

Brian R, Andrew and Warwick have been doing some track upgrading. All up 12 panels of track have been lifted and had the formation attended to. Of these, 5 have been resleepered with plastic sleepers. This work lifted a part of the outer main near the signal box. This was re-levelled, the super corrected and a dip removed. The track level was lifted by a substantial amount to counter subsidence by adding road base. Two panels of track with old sleepers and poor support were upgraded just near the ground level crossing at the platforms. It took a few goes to get the levels right, but it now looks very good, and stable too. Three panels were also lifted on the outer main near the bridge to correct some dips. Another long root from a long gone Mulberry tree still appears to be growing vigorously and this was removed. Road base was obtained by Bill and a couple of barrow loads were used in consolidating the formation. New plastic sleepers were also provided. After rolling and some adjustments the weedmat and track were replaced and Mountaineer tested the track all OK.

Work at the bottom of the grounds also involved gluing the rubber matting down to try and remove the trip hazards from fraying edges. Barry Millner did the hard bit of this task (i.e. the bit where you get the glue on your fingers!) This seems to have worked very well.

Bill Richards is arranging some plate steel cover ramps to go onto the approach side of the point motors (10 ramps) and into the (facing) Vees of the points (5 ramps) to prevent feet jams. These are the same as the previous one installed by David Lee on 10 points some time ago. However two have to be specially shaped from tem-

Editorial.

Warwick's statement on the future of Rail Heritage is perhaps not the brightest. Along with this I, for one, have considered that the Powerhouse Museum has lost its way and has neglected many aspects of our Industrial past in favour of more trendy and artistic pursuits. Our weekend for the 150th Anniversary of the NSW Railways will be our chance to display, with the help of some friends, the best collection of NSW prototype locomotives and rolling stock in the country. This should be a very good weekend in a social sense as it should not be as hectic and concentrated as many of our running days. It is up to all members to support this venture and make it the great event it has the potential to be.

John Lyons.

Garden Roster

September. B.Hurst, G.Croudace, T.Eyre, M.Lee, R.Lee, S.Mallit.R.Smithers, B.Tulloch, J.Tulloch.

October. H.Spencer, A.Allison, M.Gibbons, W.Fletcher, M.Gay, G.Kirkby, B.Muston, J.Noller, P.Sayers

November. W.Allison, N.Amy, B.Kilgour, G.Buttel, B.Millner, J.Mulholland, M.Murray, S.Murray, V.Scicluna

Gate Roster

September 3. Mark Gibbons. **September 4.** John B. Hurst.

For this special running weekend some flexibility to relieve the gate keepers may be a thought.

September 17 Brian Hurst.

October . John Hurst.

November. Don Jones

plates. Candidates to assist with track upgrading are always welcome!

Ground Improvements

Allan Cottrell and Jim have relegged the old boiler test table. New feet have been welded on. This will finish this project where they have previously provided a new timber top. Brian Hurst is into spot painting the ground level locomotive depot. Jack Grierson has taken on the task of altering the ride price signs. The signs will be professionally altered to the new price and a 50c sign placed over it until the big day! They have also replaced a defective seat back rest at the bottom of the grounds.

Jim Lieshman has installed a dual flood light above the old clubhouse to assist with the early evening winter engine loadings after the running day. He has also replaced some floodlight globes.

Scott Murray provided a portable appliance tester which was put to work to test our extension leads and portable tools. We found one defective lead which was fixed by George Robinson. The air compressor also had some problems, and once the testers worked out what the situation was, the problems were basically determined to be old age. The opportunity was taken to tighten the drive belts.

We also decided to obtain another small Otto bin, and this together with the other 2 we already have plus the big one, should mean we can dispense with all the smaller garbage bins (which keep breaking and really are not up to the task).

A leaning paling fence behind the clubhouse was pushed back and some pipe driven in to support it.

Allan Cottrell has made good progress with a new top for the boiler testing table.

Brian Kilgour has taken some big loads to the tip. When we heard that this was on, we made good use of the opportunity to remove a lot of broken concrete and rubbish at the top of the grounds with the result that we got rid of 0.75 tonnes!

David Thomas fitted some concrete

plant protectors and as usual vanishes into the greenery to do whatever he does there!

Andrew and Bill removed the broken weldmesh fence post, and cut and drilled a new one and Andrew managed to remove the concrete footing on his own! (Anyone who remembers the last two we did will recall the removal as exceedingly difficult.) We poured the concrete after lunch and the job was done.

David Thomas has mulched the bank and is in need of more mulch. If anyone has any mulch surplus to requirements (i.e. leaves etc) please contact David and I am sure he will arrange to take them off your hands!

The TV antenna that had been bent by the cockatoos, has been fixed and Jim Lieshman replaced the safety valve on the heater in the old clubhouse which leaked badly, and seeing he gained valuable experience in this task, followed it up with replacing the new clubhouse water heater which was leaking badly. A number of defective fence palings were renailed and gaps filled. As well a neighbour was requested to remove some bricks they had against their side of the fence causing it to lean over. Once he had done this, we pushed it back into position and put some gal pipe supports in to keep it there.



If you have ever wondered what did the interlocking on the frame, here it is during some cleaning and oiling of the locking bars and tappets.



Jim Mullholland after a boiler test on Pansy with Train Controller Barry Millner at the levers.

described in the November 2003 newsletter except that we will also include a carport style roof over the trailer, and to simplify integration the proposal is a new roof over the lot, including the existing old clubhouse. A rear gutter will be provided and the timber fascia at front will be extended along the whole building. Colourbond material will be used throughout. A roller door will be provided for the unloader. The existing slab will be removed and relaid level. It's clear that most shed suppliers want to sell their off the shelf rectangular model only. Our shed will be shaped at the rear to run along the ballast siding.

David Thomas bravely offered to see council about

Brian Kilgour has built a wonderful rack for the plastic sleeper material, and this was in place and filled. This certainly tidys up the general area around the old clubhouse.

Jack Grierson and Brian Hurst painted the floor of the trailer with bridge grey, and this will help protect it. We need to be careful we don't put gardening waste in there which subsequently gets wet, and sits there for an extended period.

Toolshed, Driveway Concreting and Fences

Jim Lieshman has been making enquiries about the new shed, and has obtained a price. We will need to relocate the 240v mains point of attachment, and a quote has also been obtained for that. The proposal is for the shed as

the shed and both these projects are dependent on getting the red tape tied down. The DA forms are 17 pages long, plus another 7 pages of plans, quotes, a statement of environmental effects, a stormwater & onsite detention plan, and the necessary paperwork (6 copies of everything, costing \$6 to post!) was submitted early August. If we get the go ahead, we will arrange the electricity movement first, then it will be up to us to remove the old building and slab, and pour a new slab. Our removal of the slab and providing the new one will save us about \$2000 (and give us something to do!) To permit this work to commence a clean out will be required!

Work on the driveway is dependent on obtaining a suitable contractor. The council has inspected the footpath crossing, and verbally advised that there was no issue with it and we could proceed.

The fences are still awaiting the council surveyor. Apparently the surveyor is a contractor and quite difficult to contact.

Features

President's Report-2004/2005

1. Running Days & Events

It is always difficult to remember the start and end months to quote our 12 monthly ride figures! However what ever we choose, the figures are very high, with the 2004 calendar year being 27291, and the financial year to 30 April 2005 being 26956. Each month we either meet or exceed average figures which shows our attendances are on the increase generally.



Brian Muston's new plastic and aluminium Wolgan Valley open wagons.

This puts more pressure on our operations, particularly the intensity of train operations in the winter months where ride figures exceeding 3000 are being more and more the norm.

The 12 month injury rate of 0.013% is higher than last year but the 24 month figure shows the much lower figure of 0.008%, about the same as the previous year, showing that we are holding the figure to a reasonably steady amount. Getting this figure lower still should be our aim, and I believe there are a few ways we can do this. We should be able to identify potentially 'at risk' groups of passengers (such as party groups of kids) and target our warnings to them. We can also do some more work on the track. We now have the materials and old timber sleepers continue to deteriorate and we need to keep on top of this task, as quite small twists in level and superelevation coincident with a leaning passenger can result in a spill. The third way we can address this issue is to ensure our driving techniques are smooth and we do not operate at speeds that can exacerbate track issues or passenger problems. Our speeds can creep up, especially with well-aligned track and a perceived lack of problems, but we should stay aware of the dangers that this can bring.

Footwear compliance has its ups and downs, but generally things are not too bad. It is important that we advise people with problem footwear at the gate as this is proven to reduce problems on the stations. It is also a lot easier to reject passengers on station entry than when they are on the train, so being on the ball can keep the lid on any problems.

Thanks to Chief Train Controller Barry Millner for handling the train organisation and Signal Box supervision, as always, most reliably. A special thanks to Mark Gib-



Mick & Scott Murray and Jim Leishman pondering compressor performance (or some deficiency thereof!)

bons who I am sure will continue his vigilance on the carriages even though he has relinquished the role of Track Superintendent, such is his character. Thank you very much Mark.

Liz and Di, assisted by Joy, Bernadette, and Mrs Eyre faithfully man our kiosk. We have also had help from Jane, Wendy and Jennifer on occasion and our running days would not achieve their success without their input.

The President's breakfast held in early May was well patronised and we had plenty of food! The sick kids' day for Malcolm Sargent saw 5 locomotives in operation and this time we provided most of the entertainment (plus a few clowns for variety). Despite the threatening weather the day was well attended with about 20 Malcolm Sargent volunteers, probably the largest number so far. Our charity day in November had 1856 rides which was a good result and similar to last year.

Diary	
3 & 4 September	150 th NSWGR Anniversary weekend at SLSLS.
3 & 4 September	Mudgee Wine Festival
6 September	Directors Meeting
16-18 September	Canberra Invitation Run
17 September	Public Running Day
24/25 September	150 th Railway Anniversary at Central Station
24 September	ILS NSW Running Day
4 October	Members Meeting
8-9 October	Berry Invitation Run
15 October	Public Running Day
15-16 October	Traction Engine Rally Inverell.
1 November	Directors Meeting
5-6 November	Wagga Invitation Run
19 November	Public Running Day (Charity Day) & Next Newsletter!
4 December (Sunday)	ARHS Christmas Party (lunch) and SLSLS Christmas Party (evening).
6 December	Members Meeting.



John Lyons driving the Ps4 with Jim Lieshman as guard on the final part of an elevated trip on the June running day.

an event now could result in a significant decrease in reserves. We still offer the best value days entertainment in Sydney, and we are regularly told this by our patrons.

However our position is still sound and the accounts are handled professionally and without fuss. As it customary in recent times, I would like to acknowledge John's role as Treasurer now 57 years. John also handled the change in

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 pleasing, with cash in the bank remaining steady, despite the heavy expenditure on the unloader and associated works, sleeper material and retaining walls, to mention only some projects. I warned members last year though that our situation could change rapidly. The change in insurance to \$20 million cover (as requested by the council) will increase standing costs and we are maintaining our cash flow by an extraordinary uninterrupted run of high attendance running days. A few years ago we lost 4 running days income in a row due to wet weather and fire bans (one a charity day), and such

insurer to an Australian based company, always a stressful period. Thanks John. Thanks also to Peter Spencer for auditing the accounts this year.

3. Our Membership

We now have 72 members which is a rise of one member from last year. There are 2 provisional members and there was one resignation during the year.

The newsletter has consolidated this year following the major changes of the previous year and is now settled in format with four sections of Running Day Reports, What's Doing!, Works Reports, and a Features section which has managed to maintain an original SLSLS flavour crossword in each issue. Many thanks to those who have contributed to the newsletter.

All newsletters are in PDF format and in full colour, even though the printed versions are black and white with a colour cover. Many thanks to John Lyons our worthy Editor for continuing to enthusiastically progress this aspect of our operations, one that I know is well received by all members.

My weekly email has continued to those who are on line as a means of keeping in touch and giving a quick update on what has happened and what is coming up. Nearly half our members receive this.

Our Inspecting Engineer Mick Murray has a more difficult job to do as we continue to reduce items of potential hazard. His annual grounds inspection is a requirement of the Code of Practice and having a fully qualified person to do this is certainly to our advantage. With the functional completion of the new unloader last year we were able to to-



John and Barry with 'Mountaineer'; welcome back after a long holiday.

tally eliminate two identified risks of finger jams in the old unloader and falls in the pit, and at the same time improve our facilities and this is a significant step forward.

I also want to thank our boiler inspectors Brian, Ken and Bernie who continue to keep the Society operating with boilers.

I would also like to mention Henry who continues to handle our correspondence most promptly and efficiently and to Mark Gibbons who was acting Secretary while Henry was not too well.

I also wish to thank our other Directors, Bernie, Jim, Ken and Mark. All direct, stimulate or manage various projects and this ensures that members can see the outworking of grounds improvements and other decisions made by the members.

I would like to also mention the stable nature of our management. This year marks my 10th year as President and 13 years on the Board; Bernie has been on the Board for 22 years, with 3 years as President and 10 years as Vice President; 19 years for Henry, including 15 as Secretary, 8 years for Ken Baker; 6 years for Jim Lieshman, 4 years for Mark Gibbons; John Lyons 28 years as newsletter editor, and of course John Hurst as Treasurer for 57 years. We appreciate your support.

We meet each Saturday and on Wednesday mornings and our members are active in socialising forwarding the aims of the Society.

4. Projects

The practical completion of the unloader was the major event for last year. While ours was modelled on the Newcastle one, we have been asked for details of ours for other Societies, so the benefits are being adopted elsewhere from our plans and experiences. We have also completed a retaining wall on the western side of the grounds, and one on the eastern side is very near to completion. Track upgrading has occurred where necessary, and this includes the resleepering of substantial parts of the elevated track. Three banner signals were installed on the elevated track, interlocked with points and these are fully functional. The bottom entry bridge had the mesh sides re galvanised, and this has greatly improved its appearance not to mention the extension to its life. Four new elevated passenger cars are nearing completion, and these will permit a substantial increase in carrying capacity on the elevated track. Work is also progressing on a device to lower the carriage shed door.

A special mention is made of those members who come to the grounds on Wednesday mornings. They are our painters and the grounds look great due to their efforts. David Thomas continues to attend to the gardens almost single handed and has produced amazing results. Don't be afraid to be involved, there is always somewhere a hand can be lent! More members will permit the track and grounds to be better maintained! Projects to come include some more fence renewals, the top ground levelling and driveway concreting, and the toolshed replacement, as well as more track upgrading and elevated track

levelling and renewal.

5. Model Engineering Activities

Members are actively involved in construction work and this is what we are all about. Five locomotives new to the Society are now in operation this year, being Greg Croudaces' 4-8-2T rebuild, Jack Grierson's 2-6-0, Garry Buttel's 36 class, John B Hurst's Nigel Gresley, and Jim Lieshman's 10 wheeler 4-6-0. The fact that Jack's, Greg's and Garry's are all 3 ½ inch gauge, and the previous restored loco was the Murray's Virginia, it is pretty amazing in these days!

There is also a fair amount of new construction also underway and we have seen Don Jones' 36 and 57 class locomotives, now in the boiler phase, lots of parts for David Thomas' 620 class, a tender for Ken Baker's J class, a 25 class chassis for John Lyons, various diesel bits from David Lee and a C class boiler plan, and it can be seen model engineering is alive and well!

6. Interclub Activities

During the year the Society attended a number of other clubs, including visits to Newcastle for their birthday celebrations, Wollongong for the Hot Pot, Hornsby for their birthday run, Western Districts and Bathurst for their interclub. The convention in Brisbane QSMEE was also attended by a number of members.

7. AALS & AMBSC

We put forward two motions to have the AALS Constitution and Bylaws, and the Code of Practice placed on the AALS website. Both were successful, and at this stage, the Constitution is on line while the Code of Practice is being updated. The AALS became a company on 1 January, and this will take that organisation into a new era.

8. Our Future

The commitment of members to our running days is excellent, but we still can use extra help. We have no spare locomotives, and sometimes stations have to be attended to by the guards. I estimate we need about 30 members to operate a successful running day with all positions filled, and no spares! This is a large percentage of our members, and I think our enjoyment in the buzz of these days is a magnet to members to be a part of it.

In terms of high quality 5 inch gauge operations, with high quality prototypical miniature steam locomotives, there would be few who could come close to our standards. The grounds are ideal for picnics and it is clear that party groups make up the major component of gate and rides. They come when we open, stay all afternoon, have plenty of rides, and when they leave happy, they tell all their friends.

As long as we are happy in what we do, members will support it, and I think we have a reasonably good formula.

Thank you all for your efforts, may the next year be as enjoyable as the last!

Warwick Allison
7 June 2005

A Turning Point for Rail Heritage

Warwick Allison

In this 150th anniversary of rail in NSW, one would think that it was time for celebration. Perhaps a birthday present for the occasion, and looking forward to a bright future. It's a shame it's not like that.

As time unfolds it is becoming very clear that Rail Heritage is under severe depression, and many aspects of the past are doomed to be lost forever.

The Government is clearly focussing on big money development, and hoi polloi arts, dominated by the wine and cheese set, among which it rubs shoulders. Quentin Dempster (The 7.30 Report) has talked about this Government's role in enhancing service industries ('bankers and hoteliers') rather than traditional manufacturing and heavy industry.

Technological history is being ignored. Social history amongst the technology receives token attention. The developments of science and engineering in the context of their application, and how they drove the living conditions and skill developments of the periods are being lost.

The latest is the Eveleigh Railway Environment. The formation of the Redfern Waterloo Authority follows on from other Government sledge hammers that override the checks and balances that us, the people, have put in place over time through our elected representatives. The transfer of ownership of the publicly owned land to an authority where the Heritage Act is not applicable is of grave concern. A very full account of the value of this site and its history is available online at:

http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5045103

The National Trust (usually fairly staid and conservative) has stated: "The proposed bill can nullify the operation of the Heritage Act and give "development" absolute priority. Any semblance of "balance" in the planning system is swept away. Public consultation, transparency, protection



Ken Baker's all aluminium Norfolk & Western J class tender. This is fully riveted.

of our history – all are sidestepped." said Trust Executive Director Elsa Atkin."

To us, the Eveleigh Railway Workshops, including the Large Erecting Shop and Carriage Works represent an extremely significant remnant of the early days of the NSW Railways, and to the limited extent that remains, a working railway operation. Preservation of this environment and use by preserved steam and heritage rollingstock would preserve an extremely significant industrial site unequalled in Australia and of world significance. Access to the main terminal station is already in place and facilitates the public access to heritage trips from this State's capital.

Transfer of this activity away would rob Sydney of an irreplaceable link with the past and undoubtedly affect the viability, relegating steam activities to out of the way places where it can't be seen by Government developers. Rather than encouraging the activities of groups using volunteer labour to provide an otherwise commercially unachievable result, the Government shuns the benefits this provides and disenchant the very workers it used to think it represented.

One might be forgiven for thinking that this is an isolated case. It is not. The grab of industrial history for the benefit of developers has been going on for some time. The elimination of the "Working Harbour" has been announced. The transfer of the Rozelle railway area, including White Bay and Pyrmont Power stations to the Sydney Foreshore Authority is another. The closure of the Murwillumbah line, an area of enormous growth displays considerable lack of foresight.

The Newcastle line, a prime transport link into the CBD of one of NSW's largest regional centres is being sacrificed for that great god the car and ugly harbour side development access. If trains don't go to Newcastle, what will support the electrification north of Wyong? Is this the first stage of a degradation that will ultimately see the line transferred to ARTC's hands, to the detriment of long term fast electric train transport for a rapidly growing metropolis.

Along with this will go the significant transport heritage of an area where once there were more railway lines (both public and private) than anywhere else in NSW. Significant landmarks including the four signal boxes of Hamilton, Civic, Wickham and Newcastle, the impressive (and relatively recently restored) station at Newcastle, and the railway buildings at Honeysuckle will all totally lose whatever context now remains.

Perhaps it was wishful thinking that the opening of the 150th Celebrations could have been accompanied by a significant announcement that would protect and enhance Railway heritage sites and, specifically, steam at those locations.

Instead it was confirmation of bad news and this being

followed up by the Rail Transport Museum's mail out to members regarding 3801s future, simply adds more doubt and depression to the scene.

It is perhaps not recognised by authorities that the progress in UK preservation has been through a multitude of small groups, each keenly focussed on its goals, and generating money that can support expansion of their operations and growing commercial businesses in the specialised fields of heritage rail operations and maintenance. The creation of a monolithic body to fundamentally govern rail heritage is unlikely to achieve significant results without massive funding.

It is pretty obvious that government does not know how to encourage and use volunteer labour to achieve those things that are not commercially viable but socially desirable.

Let's hope this doom and gloom is all wrong. But the past performances of this Government do not give much hope in this. Let's hope for a miracle.
8 July 2005.

Visit to the Top End. John Lyons.

The first week of July saw Diana and myself enjoying an escape from Sydney winter time to the very pleasant dry season of the top end. I think the desire to visit that part of the world was a result of watching too much of "Hey Hey its Saturday" with Daryl telling us that "We'd never never know if we never never go". In the week we fitted



The things you find! Photo- John Lyons

in most of the recognised places to visit, Litchfield National Park, Wildlife Park, Darwin Museum, Kakadu National Park and an escorted excursion into Arnhem Land. Our drivers / guides could not be faulted and it was very interesting with spectacular scenery. There were many reminders of the original Darwin railway system. I first noticed this as we headed east then south on the Stuart Highway with embankments and some bridges running parallel to the road. The same was observed in very close to the city itself where the highway started its run to Adelaide. Near Stokes Hill wharf I found some track embedded in the roadway where the railway had serviced the port area. Out of town many property owners had used old pressed steel sleepers as fence posts, gate posts and name boards. The new passenger terminal is well out of the city of Darwin at East Arm Port, close to the shipping terminal with its container unloaders.

Out on Stokes Hill wharf was "Sandfly" a very well presented little 0-4-0 saddle tank built by Baldwin of the USA in the 1870's. It belonged to the South Australian railways and eventually became the Territories "first" locomotive. This locomotive was used for shunting into the 1950's, it would be a very small model locomotive even in 7 1/4" gauge. The most unusual sighting was a rail car sitting in the middle of a demolition site. As we passed this site the first time I thought something looked out of place and a few days later I located the place again. The site had been a collection of motel/boarding house type buildings with this diesel rail car sitting on its bogies in the midst of it all, it had sprouted a couple of air conditioners and was probably used to store backpackers.

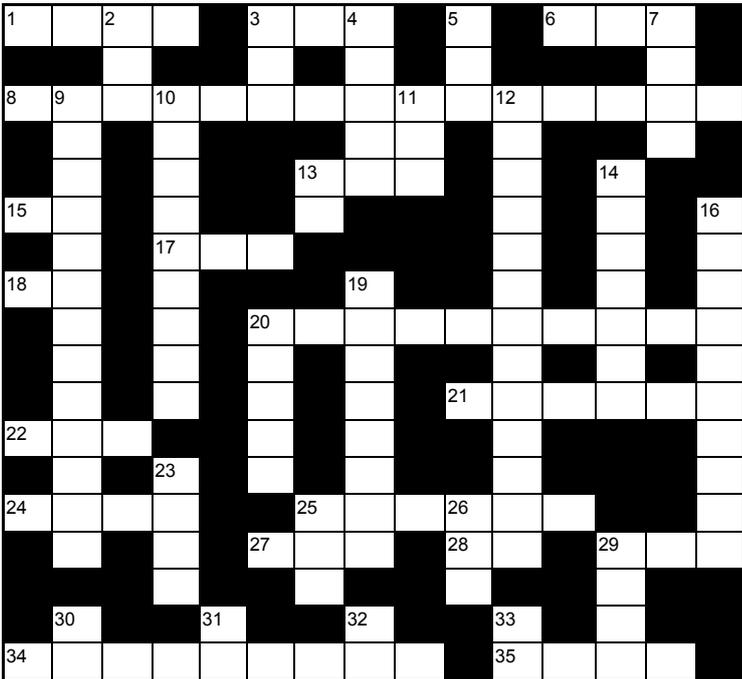
Something I did not expect to see was a Boeing B-52 bomber. This was at the Aviation Heritage Centre on the Stuart Highway at the southern end of the air-



"Sandfly"-The Territory's first locomotive-Photo John Lyons

The SLSLS Crossword!

Another Allison crossword this issue. Ross Bishop's answers for last month are shown. It is interesting that another answer for 45 across is 'drinkers'! Contributions for this (and all other) sections of the newsletter are welcome.



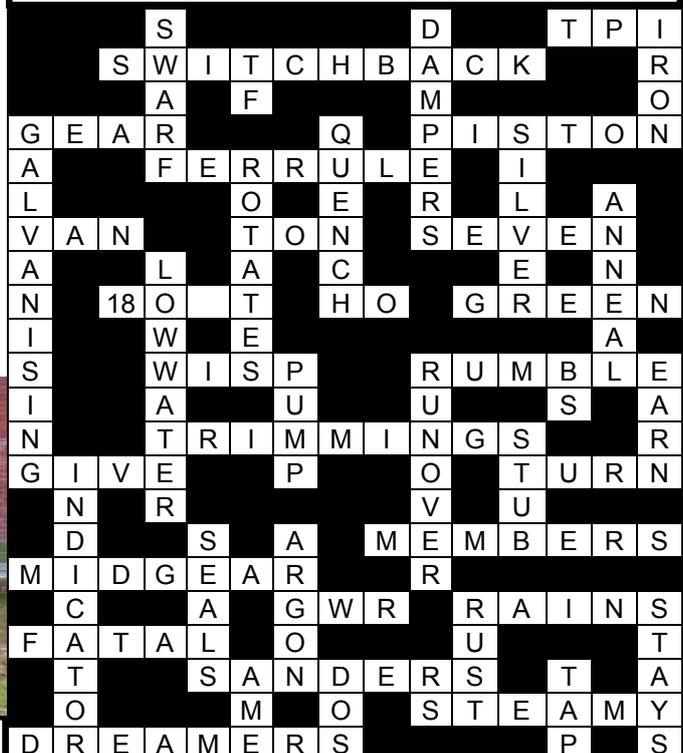
Down

2. Alternative fuel to coal (3)
3. Nigel Gesley's first railway as CME. (Abbrev. 3)
4. Type of bars rubbed by crossheads (5)
5. A siding inserted in a platform (3)
7. What the coal provides (4)
9. After an incident, a joint(13)
10. Device to detect the driver aware (9)
11. Unit of imperial weight (3)
12. What we do for 150 years of NSW railways (13)
13. Commonwealth Railways class of 2-8-0
14. Big engines had this sort of grate (7)
16. A collection of valves (10)
19. Fancy device to put water into boiler (8)
20. ".....ern" coal was considered the best (5)
23. Advance steam could be heavy (4)
25. Dressed all round (3)
26. A popular type of American car, here a type of dog.(3)
27. The steel for way or road (4)
30. Enclosed wheat wagon code (2)
31. Light Engine (abbrev. 2)
32. British Association (abbrev. 2)
33. Kilometers (Abbrev 2)

Across

1. Very fine black byproduct of coal burning (4)
3. Energy form used to power early carriage lights (3)6.
6. Fire residue used as ballast on early low cost lines (3)
8. First NSW air conditioned train (5,4,5)
13. SLSLS Director's christian name.(3)
15. Tractive Effort (abbreviated, 2)
17. Feature of valve to provide for the expansion of steam (3)18. Abbreviation of 12 inches.(2)
20. Labelling of smokefree carriages.(3,7)
21. Brake "....." (6)
22. Estimated Time of Arrival (abbreviation, 3)
24. Component to collect steam on boiler(4)
25. Early type of passenger coach (6)
27. An off duty watering hole (3)
28. The position of a signal when at stop.(2)
29. Coupling and connecting are types of these (3)
34. Location of 2006 convention (9)
35. A long imperial distance (4)

Last issues SLSLS Crossword answers from Ross Bishop.



Martin Yule and Robert giving the Foden a steam test.

port. The B-52 is only one of two such aircraft on display outside of the USA. I saw one of these bombers flying at the 1988 Richmond Air Show (the Saturday before Flying Scotsman set wheels on our track, what a great weekend!) The Museum hanger was basically built for the B-52, everything else nestles under and around it. It is such an impressive aircraft, they are powered by eight Pratt & Whitney J-57 turbo jet engines, the 707 had four of these. The B-52's had done a lot of low level flying practise over the Territory and the NW of WA. Direct flights to Darwin seem to be set for the top end business community, out of Sydney at 7.30pm and back in at 6.15am, we came back to reality and winter on the suburban electric train on the way home to Seven Hills.

A Ground Level Track in Tamworth.

John Hurst Snr. passed on the front page of The Northern Daily Leader carrying an article by Gary Ruddick on the plans for a development in Tamworth. To quote extracts of the story:

“A major new tourist attraction is to be built in Tamworth Regional Botanic Gardens and Marsupial Park, with the potential to attract tens of thousands of visitors every year. It’s a miniature ride on railway complex which when completed, will embrace an area of 2.6ha and cater for live steam, electric and internal combustion engines operating in three different gauges – 3.5in., 5in. and 7.25 in. “



Brian and Mick on Signal Box duty.

“Also on the drawing board is



There must be something interesting in there!

a water fowl reserve and a miniature boating lake, along side Tamworth Regional Council’s plans to create Chinese and Japanese gardens.”

“The concept of a miniature railway had been mooted for some time, Tamworth and District Model Engineer’s President John Black said.”

“While it would take some years to complete, it was hoped to be operational within the next few months, beginning with a 270 metre long track with locomotive handling equipment”

“As funds permitted, the track would be extended to its projected full 2km. length, with one of the circuits running over a Bailey bridge, then around an elevated embankment holding back a lake containing a water fowl refuge and allowing the sailing of radio-controlled boats and other model craft.”

“Final construction would see the completion of steaming bays, where the engines are prepared for the day’s running, a signalbox, concealed carriage shed, a covered station and platform, amenities block, a storage shed and a ticket sales / refreshments kiosk.”
Something to look out for!



Barry Millner, Mick Murray and Brian Rawlinson upgrading the outer main curve.



John Hurst leads Brian Kilgour with their two Nigel Gresley's on the elevated track.

Right: A birds eye view of the grounds. On the outer Brian Rawlinson has a run with 'Blowfly'. Below: Ross Bishop and Toneya on the Inner Main.



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Web Page Address: <http://www.slsls.asn.au>

Public Running Day is the THIRD Saturday in each month from 1.30pm.

Entry is \$2 adults, \$1 children. Rides are 50c each (\$1 from October).

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