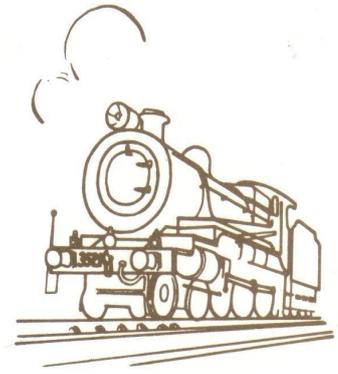


Sydney Live Steam Locomotive Society

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

'Newsletter'

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Paul Taffa with Hunslet pulls the new elevated cars uphill, assisted in the rear by David Thomas and the B10.

Running Day Reports

May 2006 Running Day Report.

The day started grey and there were a few drops of rain, the weather cleared except for some clouds building up on the southern horizon, everyone came and obviously nobody thought it would turn into anything serious. We had a good crowd with a long queue for a while after the gate was opened. Those clouds continued to build up with the forecast southerly change and with the sun shining in from the west looked great. I was working with Jim running his ten wheeler and luckily had my raincoat at the elevated loco and decided at about 3.55pm. it might be a good idea to put it on. As the last button was done up the first raindrop fell. This also coincided with the Mulholland's lighting the candles on the birthday cake for one of Jim's daughters. Riding on the guards van the view looking up the grounds with the sun shining

through the big rain drops was very picturesque, but it also sent people packing and on their way home as it started getting colder.

On the elevated track Garry Buttel was first out for a run with his 3½" C36 class. Jim coupled the ten wheeler to three cars and a van and ran till the rain came. I acted as guard and shared the driving with Jim. Paul Taffa ran the Hunslet with one car but later ran at the front of the blue four car set with David Thomas, 2-6-0 B10 attached banker. Jim Mulholland ran the 0-6-0 "Pansy" with one car to help entertain his partygoers.

On the ground level John Hurst jnr was first out with the 4-8-2 on the outer main. He ran there until relieved by Barry Tulloch and Eunice, the LBSCR 4-4-2 being assisted by John and Z2904 about 3.30pm. This was Eunice's first revenue service for many years. The other outer main train was hauled by Matt Lee C3506 and Mark Robinson C3521, the blue and green double 35s



Peter Sayer's Simplex in loco on the June running day.

looked very good!

Henry and the R class double headed with Warwick, V1224 on the Central West set on the inner. This train was taken over by Ray Lee and C3803 at just after 3.00pm with a very efficient engine change. Martin Yule was at the regulator of Mountaineer on the second inner train.

We ended the day with 2030 rides which was probably a good result considering the uncertainty of the weather earlier in the day.

June 2006 Running Day Report.

Our first winter running day for the year was clear and cold. The party groups had their places sorted out with their blankets spread out in the sun to gather what ever warmth they could manage. Matt Lee was on gate duty

and had a very easy start but by 2.00pm. the visitors started to roll in and were queued the full length of the bridge.

The ground level track had an abundance of locomotives. The inner track was run with the Allison V1224 on one train. Warwick and Andrew shared the driving and guard duties. The second train was hauled by "Mountaineer" with Martin Yule at the regulator. Ray Lee with C3803 was at the head of one of the outer track trains. During the afternoon Ray and Matt shared driving and gate keeping. When Ray came off about 3.00pm. he was replaced by John Tulloch Z2904 and Barry Tulloch D5902, they saw out the days running. The second outer train was double headed with Graeme Kirkby, 2401 leading Lionel Pascoe, C3811 as train engine. Ground level services were disrupted for a short time mid afternoon, see

incident report following. Henry had the "R" class ready to run but did not steam up.

Jim Leishman was first out on the elevated track with the ten wheeler hauling three cars and a van. Jim ran till 4.00pm. and I shared the driving and guard duty with him. John B. Hurst coupled his "Nigel Gresley" to three cars and when a problem developed he returned to loco and was replaced by Brian Kilgour with his "Nigel". Greg Croudace 4-8-2 3½" tank engine and David Thomas 2-6-0 B10 coupled up to the blue four car set with Peter Sayer, 0-6-0 "Simplex" acting as bank engine. This combination ran for a few laps till Peter took the "Simplex" back to loco. At this stage John B. was ready to put his 2-8-0 back to work and coupled to the blue set as train engine to form a triple-header with the smaller engines. On the first lap just out of the bottom curve the

2-8-0 came to a stop again with something locking up. The train eventually got to the carriage siding and the locomotive taken off. David and Greg moved the train to the loop and reduced the load to two cars and continued for the rest of the afternoon.

Wayne Fletcher showed off a pair of tender bogies to run with the Baldwin style 2-6-0 that has recently had a successful steam test and first run.

The total rides of 2509 was slightly above average but below the figures for the past few years for the June running days

News Item. *The Editor received a very concerned commentary on the events on the June running day.*

About 3.00pm. (afternoon tea time) while ground level trains were stretched to the limit moving the

The Tullochs give Eunice a trial run.



peak hour crowds, a total blackout occurred on the Darvall Park Railway system. The blackout had the effect of bringing all steam hauled services to a halt causing a bank up of trains as all signals were blacked out. Track supervisors quickly swung into action to flag trains past the signals but it was also quickly discovered all points had failed and that not one train could be moved. Crowds quickly built up at the station entrances and when announcements were made to the public saying that all steam services were halted indefinitely due to lack of electricity, many cat-calls and complaints were heard. (echoes of that other railway system).

Signal Electricians worked frantically to locate the fault as numerous sub-stations around the network and high tension circuit breakers were checked, all to no avail. A process of elimination eventually tracked the fault to.....the Signalman's tea kettle!!! Inadvertently the Signalman had turned on his kettle without ensuring it had water in it. Despite all attempts by this Reporter, the Signalman remained anonymous but it was remarked by someone that it was fortunate he was not in charge of a locomotive boiler. It is believed the Signalman concerned was "experienced" in tea making and had made a few brews in his time.

It is expected that special safeguards and procedures will be formulated and put into place for tea making activities as a similar occurrence cannot be allowed to happen again, especially when one considers the loss of revenue that this ten minute delay incurred to the Railway. With four ground level trains halted for ten minutes (ten minutes representing a single journey) each train carrying an average of 24 fare paying passengers and no opportunity to catch up moving the crowds before darkness overtook operations, it can be seen a considerable loss was effected, not to mention overtime payments to the operating staff involved. One can well imagine the eyebrows of the Treasurer in the Fares and Revenue Section when he sees the figures.

The above matters serve to illustrate that the Railway staff must be ever vigilant in all aspects of their duties (and extra-curricular activities) and not become complacent and treat like incidents as just "a storm in a tea cup".

Despite the above embarrassment to the Darvall Park Railway, upon resumption of services the staff displayed loyalty and application to their jobs in ensuring the near record crowds were carried to their homes by dusk.



Pictures Above and Below: The President demonstrates unloading procedures watched by John Hurst. Photos by Graeme Kirkby.

June Running Day Incident Report

17 June 2006 West Ryde

Reported failure all points and signals West Ryde Signal Box approx. 1500hrs. Electrician on hand attending to minor fault. Total power failure confirmed by Signal Electrician at 1502 hrs.

Power failure confirmed as affecting Signal Box only at 1507 hours.

Tripped RCD located and attempted reset. Failed.

RCD successfully reset after disconnection of Signal Box kettle approx 1510hrs.

Subsequent investigation revealed Signalman Richards (who is also a qualified boiler attendant) desired a cup of tea and turned on empty vintage kettle without ensuring it first contained water. Kettle survived about 10 minutes before failing with short circuit active to earth.

Delays: Extensive.

Injuries: Nil

Damage: One vintage kettle destroyed.

Responsibility: Signalman Richards.

July 2006 Running Day Report.

The forecasters said it was going to rain and they were right. Now I know we need the rain but why the third Saturday? A sign was put up indicating that the trains would not run but a few visitors came in to have a look. After enjoying a cuppa and a chat a little was done on the new shed slab preparation and John B. Hurst steamed his "Nigel Gresley" to see if his remedial work had solved





Graeme Kirkby & 2401 leads Lionel & 3811 through the station area on the June running day.

and continue to be vigilant to areas where we can still improve. Without the incidents to worry us, we can lose the safety focus. But perhaps more than anything else, our success will be dependent on us not losing it. I commend members to be ever watchful for ways we can achieve better safety. And it will not always be in physical improvements. It will be the little things that count, and the actions of each member will be the key. Only through the passion for safety by individual

the locking up problem. All seemed well till about 50 metres on to the elevated main and the locking up occurred again. With lots of expert consultants on hand the cause could not be traced and the loco ran back slowly to the round house without any trouble. John thinks he has located the cause, it is reported elsewhere in this Newsletter and by the time you read it we will know if he has succeeded.

What's Doing!

President's Report-2005/2006

1. Running Days & Events

The passenger rides figure remains very high, with the 2005 calendar year being 27046, just marginally less than 2004. For two calendar years in a row, this means we have exceeded 27,000 and public participation remains at a high level.

The 12 month injury rate of .005% is substantially less than the 0.013% of the previous year. The 24 month figure shows the much lower figure of .007% down from 0.008%, showing that we are holding the figure to a reasonably steady amount. It will be increasingly more difficult to push this figure lower still but continuing improvements to track and facilities will assist us in doing so.

We should not be complacent with these good results,

members can we maintain this good record.

Thanks to Chief Train Controller Barry Millner for handling the train organisation and Signal Box supervision, as always, most reliably. Thanks also to Track Superintendents Mick Murray and Jim Lieshman who keep an eye on our running day safe operations.

Liz and Di, assisted by Joy, Bernadette, and Sharon are most reliable in the operation of the kiosk for which we are very grateful.

The President's breakfast held in early May was attended by about 25 members! The sick kids day for Red Kite followed and was probably one of the best organised and best attended for the kids. Our charity day for RedKite last November had 1979 rides, slightly up on the previous year. The day made use of the \$1 ride charge which had been recently introduced to substantially increase the donation we were able to make.

The Society had a 2 day event on the first weekend in September to celebrate the 150th anniversary of NSW Railways. The Saturday was a great day, but the Sunday was unfortunately completely rained out.

The Society also had its own special events for members and friends. The Christmas Party last year was held on the first Sunday of December to better suit the ARHS who came for lunch while we stayed on for a BBQ tea. We also had a New Years Eve get together.

Our new front Gate Sign to Guide Emergency Services



2. Financial Results

The financial performance of the Society during the year has again been pleasing, with cash in the bank only slightly less than this time last year despite the heavy expenditure on fencing, the driveway and enabling works that pave the way for the new shed. The use of members to perform most of the driveway concreting saved the Society a considerable sum of money.

The increase in rides charges (doubling from 50c to \$1) from October resulted in nil public backlash, and a few comments that it was 'about time'!

We still offer the best value days entertainment in Sydney, and we are regularly told this by our patrons.

Our position remains sound and the accounts are still

handled professionally and without fuss. As it customary in recent times, I would like to acknowledge John's role as Treasurer now 58 years. Thanks John. Thanks also to Peter Spencer for auditing the accounts this year.

3. Our Membership

We have 72 members (including provisional, and country members). Regrettably we lost Don Jones, but one provisional member became a full member. There are 2 provisional members.

The newsletter has continued in the format set in recent years but with print quality now consistently good, now we have worked out the tricks! Many thanks to those who have contributed to the newsletter.

All newsletters are in full colour, even though the printed versions are black and white with a colour cover. John Lyons will reach 30 years as Editor in January next, with his first issue January 1977 after taking over from Reg Wood. By comparison the January 1977 issue had 4 pages and no photos. The current (May) issue has 16 pages and 42 photos, and colour covers. Before John took over, there had been a number of attempts at a newsletter by Ian Sommerville, Stan Childs, and Reg Wood. Reg set a new standard and his header has been retained to the current day. John built upon Reg's format through several changes in technology from scissors and sticky tape to its current all digital production. Many thanks to John for continuing to enthusiastically progress this aspect of our operations, one that I know is well received by all members, and commented upon by other clubs.

Nearly half our members receive my weekly email. This is a good means of keeping in touch and giving a quick update on what has happened and what is coming up. Nobody complains about getting it, but I get complaints if they miss out! Another anniversary this year will be our website. It is 10 years since we have gone 'on line' and our presence is probably of greater importance than generally realised.

Our Inspecting Engineer Mick Murray has updated our Hazard Analysis, and it is pleasing to see the elimination of some hazards by the work we have done. This document has been expanded to include controls for the lower risk hazards, showing that the higher



View of the ground level loco depot prior to running in June.

risk ones, have generally been addressed. 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.

I also want to thank our boiler inspectors Brian, Ken and Bernie who continue to keep the Society operating with boilers. Their ability to be available when people need there services for boiler advice or tests seems uncanny and certainly assists keeping the Society with a good fleet of running locomotives.

I would also like to mention Henry who is well and truly back into the thick of things, and much appreciated. I would also like to thank David Thomas who has assisted with secretarial duties and also provided a great deal of liaison with council and other authorities in our Development and Construction Certificate applications.

I also wish to thank our other Directors, Bernie, Jim, Ken and Brian. All facilitate various projects and this ensures that things progress and members can gain the benefits of

**The shed has been reduced to a frame. Soon it would be gone!
On the right the fibro has been wrapped ready for delivery to the tip.**



Editorial

Coinciding with Central Railway Station's 100th. birthday celebrations the "Sustainable Rail Heritage Management Strategy" was launched. While it will go some way towards securing the future operations of our steam heritage it will probably not make everyone happy. The move to enable apprentices to be trained on restoring and maintaining steam locomotives and heritage rolling stock is a good move, and reflects the sort of thing that Public Works have done for some years now for stone masons and carpenters to enable them to work on our older buildings. With good management it is hoped that all interested groups can work towards a successful outcome. The one sticking point still seems to be the eventual fate of the Eveleigh site, we still really need a "home" for steam activities in the Sydney area.

John Lyons.

these improvements.

We still meet each Saturday and on Wednesday mornings for those without work commitments.

4. Projects

Work has continued on the work associated with the unloader. This includes regrading of the grounds, the installation of a new drain, the relocation of the main water pipe, and the concreting of the driveway. Also occurring is the electrical supply relocation and liaison with the shed, and concreters. The shed has also been removed ready for the new building and the collective efforts of many members has contributed to this.

We have also completed a large amount of fencing, most of which was done by contractors, but one which was too hard for them was completed by members. This was quite a challenge and there was a great roll up for these projects and it is good to see the response by members when the need is there. Members also cleared the old fence near the public entrance and this was a mammoth effort over 2 days which resulted in many trips to the tip and a large amount of mulch generated.

Track upgrading has occurred where necessary, and this includes the resleepering of substantial parts of the elevated track and the ground level track.

Four new elevated passenger cars have been completed and these are a sight to behold in their blue colour scheme. Additionally vacuum gauges have been fitted to

our ground level guards vans. Work is still progressing on a safety device when lowering the carriage shed door. A special mention is made of those members who come to the grounds on Wednesday mornings. They are our painters & maintainers and the grounds look great due to their efforts. They deal with all the little issues before they become big ones. They are all too numerous to list here, but suffice to say no job is too small and no request goes ignored. David Thomas continues to attend to the gardens and has done considerable work in applying mulch and in revegetating the bare ground cleared by our fencing projects.

5. Model Engineering Activities

More parts for David Thomas' 620 class, including a largely completed tender have been seen at the grounds. Also crossheads and bogie for Ken Baker's J class, and John Lyon's 25 class chassis continues to progress. Brian Muston has produced some freight vehicles, Andrew Allison a QR flat wagon, and Barry Tulloch has added Mountaineer and Eunice to his collection. Wayne Fletcher has had his new 2-6-0 steam tested.

6. Interclub Activities

During the year the Society attended a number of other clubs, including visits to Newcastle for their birthday celebrations, and Wollongong for the Hot Pot and to SSME for their 100th birthday event. The convention also at SSME at Luddenham was attended by a large number of SLSLS members who took along a selection of 3½ inch gauge locomotives and put on a great show.

7. AALS & AMBSC

We put forward a proposal to have the AALS Code of Practice wheel standards corrected for typos and this is progressing.

8. Our Future

Last year I noted that 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. This situation varies depending on the day, but I believe that we always rise to the challenge and put on a good show.

We have received some warm thanks from our patrons on occasion and this is very grati-

Greg Croudace preparing for the June running day.



fying because as well as continuing to provide good service to those who visit us, we have a good time ourselves! What more could one ask for?! Thank You.
Warwick Allison
6 June 2006

Annual General Meeting

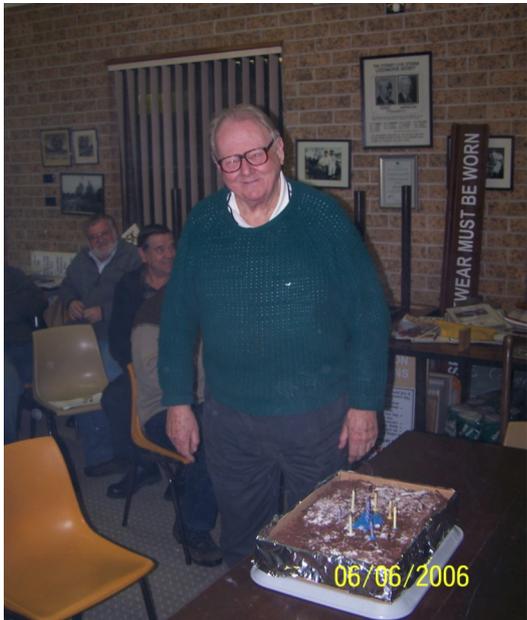
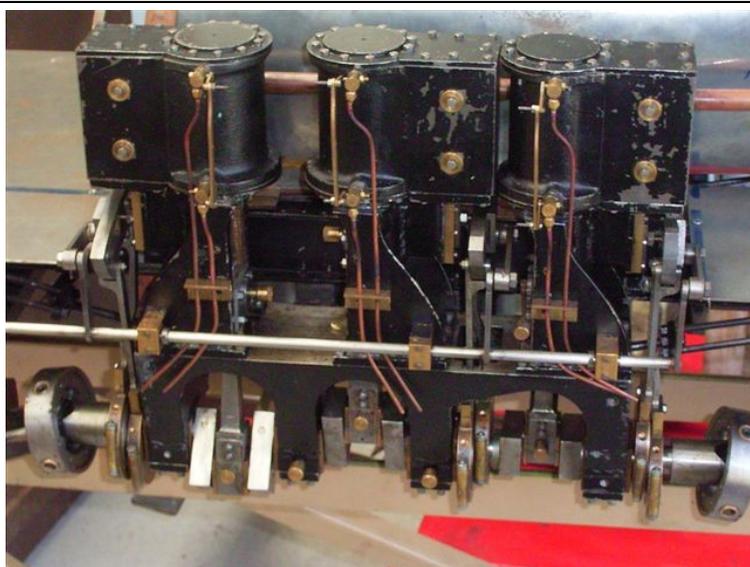
At the AGM and there was no change to any of the positions. For the record they are:

- President: Warwick Allison
 - Vice President: Bernie Courtenay
 - Secretary: Henry Spencer
 - Treasurer: John Hurst
 - Directors: Ken Baker; Jim Lieshman, Brian Kilgour.
 - Elevated Track Superintendent: Jim Leishman
 - Ground Level Track Superintendent: Mick Murray
 - Train Controller: Barry Millner
 - Inspecting Engineer: Mick Murray
- & of course John Lyons as Editor is about to clock up 30 years in January!

As usual the June Special General meeting was held following the formalities of the AGM. At the conclusion of this meeting a birthday cake was produced to celebrate the 80th birthday of Bill Richards.



Henry Spencer's 3 truck Wolgan Valley Shay taking shape!



*Just a short note of appreciation to all those at the AGM and since, who have wished me well for my eightieth birthday. As Bernie walked down the passageway carrying the cake and singing happy birthday I had no idea what it was all about until he sang Richo; that's when the penny dropped, it was a complete surprise to me, I never thought so many people could keep a secret for so long. I would particularly like to thank Barry Tulloch, who arranged the cake and especially Mark Gibbons who, by means devious beyond belief, managed to weedle out of me the necessary information without revealing the faintest clue what it was all about. WATCH THIS MAN. Once again thank you one and all for your kind thoughts and wonderful surprise.
Yours, with fond affection, Bill Richards.*

Garden Roster

September.	W.Allison, N.Amy, B.Kilgour, G.Buttel, N.Lyons, B.Millner, J.Mulholland, M.Murray, S.Murray
October.	B.Courtenay, K.Baker, J.Grierson, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa, D.Lee.
November	J.L.Hurst, J.B.Hurst, J.Leishman, J.Lyons, B.Rawlinson, S.Sorensen, M.Tyson, M.Yule.
December	B.Hurst, G.Croudace, T.Eyre, M.Lee, R.Lee, R.Smithers, B.Tulloch, J.Tulloch.

Gate Roster

September: Barry Millner October: Jim Mulholland November: Mick Murray December: Scott Murray



Annual Inspection of Non-boiler Plant and Equipment - 2006

The annual inspection of the Society's grounds and facilities was conducted on 27 May 2005 pursuant to the requirements of Appendix 8 of the Australian Association of Live Steamers Code of Practice for the Operation of Miniature Railways, Road Vehicles and Plant, Owner/user Inspection of Non-boiler Plant and Equipment.

The Society's Policy, General Appendix, Qualifications, Assessment of Competency, Hazards and Controls analysis and Maintenance policy and supporting documents were found to gener-

Some scenes from Christmas in July at the Bowling Club attended by an SLSLS contingent.

Sparks & Cinders

One of the hazards of running steam engines is that they emit sparks. These are small burning pieces of coal that are ejected by the blast, and if they don't cool off promptly can land on passengers, causing some discomfort. Smaller engines working at their limits can be more at risk, but all engines are susceptible. Good driving techniques can minimise this hazard. It is recommended that:

- Don't fire on the rising grades with the regulator open and engine working hard.
- Don't rake the fire on the run, but particularly with the engine working hard or the blower on hard.

If your engine is a good steamer, consider enlarging the blast nozzle size to reduce the draft.

These suggestions will need you to fire in the station and make sure you manage the engine to have a good head of steam, and good fire at the bottom of the falling grade ready for the uphill run. You should be able to get to the top of the grade without then touching the fire until you reach the station.

Christmas in July

Thanks to Ken Baker who organised an evening at the Denistone Bowling Club for SLSLS members to enjoy a Christmas in July. 19 members and partners had a great night which included a roast dinner, consumed during background music of Christmas carols and other entertainment. We should do it more often!

Other Feasts.

Following the RedKite day they left some steaks behind. We made a start on devouring the leftovers which were supplemented by some extra bits from Woolworths, and with Brian Rawlinson firing the BBQ, a sumptuous lunch was had by all! However it did not make much of a dent in the steaks, so the following week Bernie cooked us lunch and we partook of the remaining fare. Steak sandwiches were the order of the day and everyone appreciated them! See what you miss if you don't come down to the grounds!



ally comply with the recommendations of the Australian Association of Live Steamers Code of Practice for the Operation of Miniature Railways, Road Vehicles and Plant.

The progress made by the Society over the past few years in addressing a number of important safety issues is making it harder to find items for attention. The main items noted at this year's inspection were:

- Trip hazards at various locations,
- Dead branches in the "Blue Gum" on the "island" between the Inner and Outer ground level tracks and in various pine trees around the site,
- Rotted decking timbers on Hawkesbury bridge – it being noted that replacement timber was on hand for installation, and;
- A couple of minor fencing issues.

A copy of this year's checklist will be on display on the notice board in the clubhouse.

The Society's Rolling Stock; Track; Infrastructure and Signalling, continues to be maintained in a satisfactory

manner. It was particularly noted that routine checks of rolling stock (including brake tests) are regularly carried out on running days and it was considered that a more formal approach to these checks would provide an appropriate alternative to the Annual Inspection of rolling stock currently required under the Society's policy. A Running Day Carriage Inspection Procedure and associated Record Sheet have been developed and were successfully introduced on the June running day.

The Society's Risk Register and Hazard Control Matrix was reviewed by myself and Warwick Allison during May 2006 and the Matrix has been updated to make it appropriate to the Society's current operations.

A copy of the updated Hazard Control Matrix is displayed on the notice board in the clubhouse.

Mick Murray
Inspecting Engineer

Loco and Rolling Stock News

Wayne Fletcher has shown his tender bogies for his new 2-6-0. These look very nice and we are keen to see the finished loco complete with tender. Brian Muston brought along his wheel-less non air coal hopper. This is built using some of the plastic components now available, and is fully painted and lettered and looks very smart. John Lyons had 1915 on the boiler test rig, getting it ready for another 3 years. John Hurst's 'Nigel' has returned to shops for more 'adjustments' following the strange lockups it had experienced. It appears after a full cylinder and piston refit, it was an undetected stretcher screw that had worked out and was fouling the back of the wheel.

Members News

Garry Buttel has been accepted as a full member at the June special general meeting. Welcome Garry, we hope your time with the Society is long and enjoyable!

Works Reports

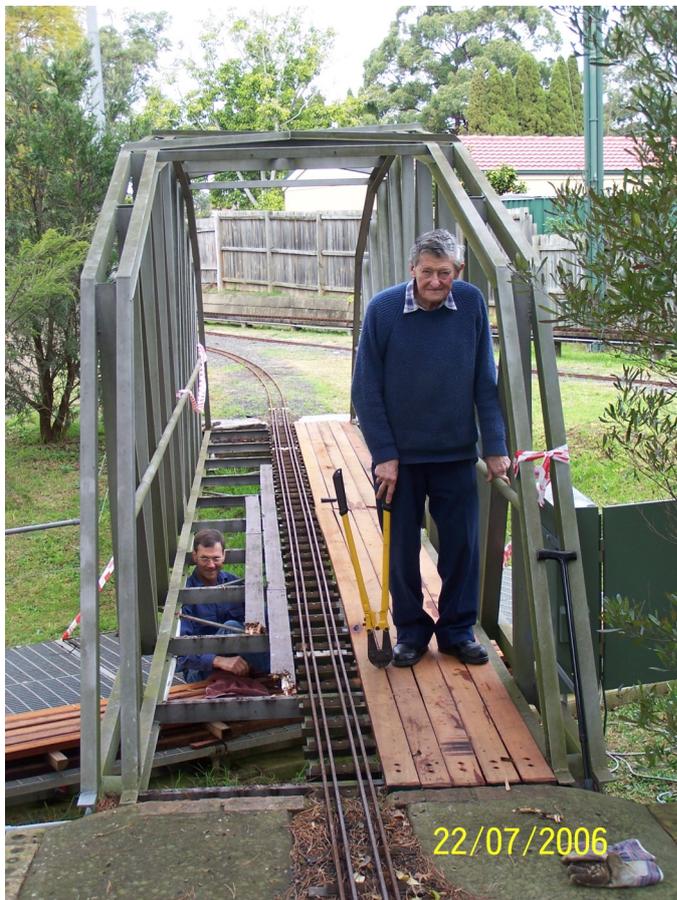
Elevated Track

Ken Baker did a lot of resleepering on the elevated, and we now have a couple of stretches of plastic sleepers on the elevated track. This is looking really good, and should improve the elevated running.

Ground Level Railway

Mark Gibbons has fixed a fault in the guard's indicator on the outer main platform which ultimately turned out to be a defective relay. Mark has also spent some time resoldering some signalling connections that looked dodgy, and adjusted the mechanical arrangements on the crossover points.

The bridge deck was removed for replanking & the new deck should be in place by the time you read this. It is secured by U bolts arranged to have no protruding sharp edges pointing down under the bridge to part your hair. Bernie and Henry with the help of



Jack Grierson and Bernie Courtenay working on re-decking the ground level railway bridge.

Jack also cut new plastic sleepers and resleepered the track across the bridge.

The final guards van has been fitted with a vacuum gauge for the guard to be able to monitor brake performance by Mick Murray.

Mick has also fitted an anti-jam device to the carriage shed door. The photo shows this in operation. A handle has been fitted inside the door to assist in lowering it. An external stop prevents the door from getting to finger jamming position. By pulling the internal ring pull, the stop is raised and the door can be fully lowered. This can only be done with both hands away from the jamming edges!

Ground Improvements

Jim Lieshman arranged the artwork, and Bill arranged the colourbond for a new sign on the front gate. It states our name and address (14A Anthony Rd), and the words

Diary

5 September	Directors meeting
16 September	Public Running Day
30 Sept – 1 Oct	Melbourne Model Engineering Exhibition, Monash University.
3 October	Members Meeting
21 October	Public Running Day
7 November	Directors Meeting
18 November	Public Running Day and Next Newsletter



Mick Murray demonstrates the new safety stop on the carriage shed door.

"Emergency Access - Do not park across the driveway". We have also provided a new list of emergency contact numbers above the telephone in the clubhouse.

David Thomas has reported that there is now no need to mow any of the entrance area. It is now all mulched! David has also put in some more plants, which hopefully will grow and cover some of the ugly bits of the fencing and supports above the retaining wall across from the clubhouse.

Jack Grierson, Brian Hurst & Alan Cotterall have been steadily excavating and concreting the bases of the galva-

Jim Lieshman tying reo for the new shed floor.



nised steel pipe fence posts. A large number have been completed, and hopefully this will prevent them corroding away. (We have experienced a few posts break off). They have even found some posts without any concrete at all!

Some trip risks were highlighted with yellow marking paint. This is a simple and quick way of providing an effective control for trip hazards as we are required to do as one of our risk controls for the O,H & S Act.

Many thanks to Barry and Martin who arranged a new supply of char. This was somewhat larger than we anticipated, so it should last for a while!

A Safety Quiz

Q. What do the following Hazards from the Society's Risk Register have in common:

Risks to Public:

- Fall from tipping carriage – in motion,
- Derailment track defect,
- Derailment – excessive speed,
- Passenger fall from train,
- Collision between trains,
- Collision with stationary object, and;
- Strike by train.

Risks to Members:

- Strike by train, and;
- Fall from train.

A. All have the nominated Control:

"Train speed limited to 8 km/h"

Drivers are reminded of the risks to members of the public, other SLSLS members and themselves that can result from excessive train speed, particularly on downhill sections of all tracks and in the congested areas around the Ground Level stations.

The areas where the Inner and Outer Ground level tracks are close together are also considered high risk areas where a person falling from a train, or passengers off a train following a derailment could be hit by an opposing train movement.

Drivers are advised that the following speed limits apply:

Maximum speed on Ground Level and Elevated Railways: **8 km/h**

Speed Limit on the Ground Level Railway from the 23 Points crossover on the eastern side of the grounds to the Southern end of the Clubhouse on the western side of the grounds: **5km/h (walking pace)**.

These speed limits will be closely monitored by the Track Superintendents.

We have also removed a defective part of the path at the entrance and this has been formed up to take any excess concrete from the shed slab, and should be complete by the time you read this.

Toolshed.

A great job by Brian Kilgour, Jim, Bernie, Paul, Jack, Garry and Vic had all the fibro removed, plastic wrapped and on Brian's truck ready for the trip to the tip just after lunch with Bernie, Paul, and David enjoying the trip to Belrose. By the time they had returned the final parts of the shed had been removed by Mick Murray and Garry, and with the assistance of the Tullochs a start was made on removing redundant concrete.

The wheel barrows and lawn mowers are now temporarily housed in the clubhouse, and you will probably find things in all sorts of places now!

The following week Jim Lieshman arrived at the grounds today with a hired jack hammer. John Lyons was into it and made the first attack on the shed slab. It was heavy going, but fortunately it seems we started at the hard part and eventually by use of both the jack hammer and the sledge hammer, we took 2 tonnes of concrete to the tip one week and another 2 tonnes the following week.

All the reo was cut up and stored and was reused for the new slab in conjunction with the last sheet we purchased in conjunction with the driveway concreting.

The pine log fence along the ballast siding has been removed so that a concrete retaining wall can be poured. This will form the lower part of the shed rear wall, simplifying a difficult area.

A lot of the time Lionel and Mick spent attacking the remnants of the camphor laurel tree. It seems alive below ground, and the roots are proving heavy work. It was removed to be well clear of the new work. A small block wall is envisaged beneath the elevated steaming up road to adjust the ground levels.

For the first time in many years, a spoil train was run in order to place the excavated spoil in its final position rather than add it to a growing pile of material to be removed.

As this is written Lionel and Jim have formed up for the



Above: The shed floor concrete pour, under rather less than favourable conditions.
Below: Screeding off under the temporary rain cover!



concrete. The reo has been placed and conduits are in place. The Council inspected the mesh early in August and the slab was poured on the first Saturday despite the on and off wet weather. There were a good number of members present to assist. We were a bit short of concrete out of the truck so the mixer went into service to provide a few barrow loads to see the job finished. By the time this newsletter is published the back retaining wall should also have been poured.

August Meeting Decisions.

The new carriage shed is to be constructed on the site in the mound between the ground level main lines. A motion proposed by Mick Murray to request council permission to remove the blue gum tree was passed.

Features

Argghhhh!!! Dealing with the Public

Members are reminded that the public are our paying guests on running days. We have contact with them in



A rail bench seat, complete with decorations made from rail anchors.
Photo John Lyons

many ways. Most times it's pleasant conversation, but at other times we may be attempting to correct some unwanted behaviour. This could be with adults or children, with a wide range of ages. We are not all psychologists, and it is a big ask to expect us all to know how to deal with any specific person for every situation. We should always give them the benefit of the doubt. Don't assume they know what to do or are deliberately doing something wrong. When advising them of undesired activities always be polite. Don't unduly raise your voice, touch them, or show any aggravation. Keep calm. Be brief and to the point. There is no need to carry on at length, its best to get it over with then resume some pleasantries, if appropriate. It is reasonable to step up the insistence level if the problem reoccurs, but remember there is no excuse for loud behaviour that embarrasses. It usually causes us more harm than the intended target.

It's OK to Apologise!

(Warwick Allison explains some recent legislation, that aims to make life a bit more genuine and honest for us all amongst the legal mine-field.)

Sometimes an incident may occur for which we may have some involvement. Now it's not a good thing to admit liability (in fact its usually a requirement of the insurance company that you don't), but that doesn't mean that you can't be sympathetic to the problem. You can apologise for an incident without incurring a legal liability. The NSW Ombudsman has a Community Services Fact Sheet No.5 on the matter. It makes interesting reading.

You can find it on the web at:

http://www.ombo.nsw.gov.au/publication/PDF/factsheets/CSD_FS5%20Apologies.pdf
or just do a Google search for it.

The Civil Liability Act 2002 makes it clear that an apology is not an admission of guilt, (except in certain circumstances which don't affect us), and the apology is not admissible in a court hearing.

What an apology does do though, is permit some compassion to be shown for an incident.

The definition of an apology is: "an expression of sympathy or regret, or of a general sense of benevolence or compassion, in connection with any matter whether or not the apology admits or implies an admission of fault in connection with the matter".

Train on Stony Creek Viaduct. Photo John Lyons.



The benefits of an apology were explained by the Premier in Parliament as: "Injured people often simply want an explanation and an apology for what happened to them. If these are not available, a conflict can ensue. This is, therefore, an important change that is likely to see far fewer cases ending up in court."

An apology can include details or explanation of how the event came about, a recognition that the person has suffered some detriment, and what may happen to ensure it does not happen again.

The Ombudsman does give some cautionary comments. For example the apology, while in itself inadmissible, may convey other information that may be used to obtain admissible information. So choose your words wisely. If in doubt, you

can always say “We’ll look into the issue”!
Good news is that if some corrective action is taken after the event, that action in itself does not constitute or give rise to any admission of liability.

So, what does it all mean?
If a member of the public experiences some minor injury in the grounds, during a fall from a train, cinder burns, or other incident, it is quite OK to apologise to that person for the accident and shown concern for their well being. Your compassion is focussed on the person themselves feeling hurt or injured (whether physically or mentally) and to indicate that you would do what you can to ensure it doesn’t happen again (if this is appropriate to the situation). Showing some prompt response like this can often defuse a situation and provide a permanent resolution.

Northern Adventure.

John Lyons

A couple of weeks ago Diana and I headed to Cairns to escape the Sydney winter. While we did not escape rain completely it was very much warmer than the thirteen to seventeen degrees that Sydney reached in the week. The direct flight took us well away from the coast flying over Roma in Queensland then past Cairns well inland to circle back to land into the south easter that prevailed for most of our time there.

The first on the list of things to do was to book on the Kuranda Scenic Railway. The Brochure tells us, “Over a hundred years ago we created this journey for you”. The line was opened in 1891 and at the time was a remarkable engineering feat with its fifteen tunnels and many viaducts.

Two trains leave Cairns station each morning, 8.30am. and 9.30am., and each one is fourteen cars long. The diesel locomotives are painted with a brilliant larger than life mural that tells the story of Buda-dji, the carpet snake that carved out the Barron Gorge. This was created by a local aboriginal artist George Riley. The locomotives and the whole train were spotless, inside and out. One car we travelled in carried a plaque indicating that it had been rebuilt in the Townsville workshops in 2002. The trains were not full up but seemed to have passengers in each carriage. There are lots of combinations of travel possible with many tour operators including a train trip one way or the other in their itineraries for the region.

As we departed at 8.30am on Tuesday the south bound train “The Sunlander” was preparing for a 8.35am departure for Brisbane. This train would arrive at its destination at 3.25pm the next day. The track is basically unfenced with some of the vehicles belonging to workers at some of the in-



Loco at Ravenshoe. Photo John Lyons.

dustrial sites parking very close to the loading gauge. The run out of Cairns is relatively flat. The first stop was at Freshwater, this is the start or finish for some tour groups. There are tea rooms for breakfast or afternoon tea and a small museum showing how a typical railway worker would have lived during the track construction. The train continued through Redlynch and then Jungara, this was the site of the largest field hospital in the southern hemisphere during WW 2. Leaving Jungara we start to climb and very soon come to the horse shoe bend, a full 180 degrees five chain radius curve. The climb really starts now as we head into the Barron Gorge. After the first six tunnels we reach the Stoney Creek Falls with its very impressive viaduct, probably the most recognised feature of the line.

The viaduct is on a four chain radius right hand curve as you go up the hill. It is a steel lattice construction and stands on three lattice piers. In times of heavy rainfall above the falls the train would run through a curtain of spray and mist. Considering the protection the enginemmen experienced on the early steam locomotives I am sure they had no time for enjoying the spectacle of the scenery. After climbing to 329 metres above sea level we stop at Barron Falls station to alight and see the falls and

Wagons and goods crane at Ravenshoe. Photo John Lyons.



Last Issues Crossword Answers!

5		6		2					3	2	0	3		
7	1	0	0	4	0	0	1					8		
1		4		1				0				2		
1		2	1	0	9			3		3	1	1	2	
			2					A		2				
		4								6		3		
		3	8	1	7				5	5	9	5		
				7		2	0	2	9			2		
	6			1	0	2	2		1			6		
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	3	8	3	0		2				6				
	9			1					6		0	4	4	6
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	2		1	9	0	5		4					0	
5	9	1	7			3	8	2	0		2	0	5	
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	4									3	0	7	5	

the hydro power station buildings. The falls drop 265 metres and the 60 megawatt power station has operated since 1935.

Once back on the train we soon reach Kuranda Station. The Federation style station is heritage listed. The current building was completed in 1915 when gas lighting was installed. It is significant as it is the only remaining example of a railway station of precast concrete construction. Kuranda has been a "tourist" destination for over 100 years with Cairns locals visiting for picnics on the river bank soon after the completion of the line. The gardens have established themselves as an interesting attraction with local and introduced tropical species attracting great attention due to their colour and uniqueness. The current electric elevator is styled on the original "water-lift" used to elevate goods between the platform and the bridge. When the first train arrives at the station the pair of locomotives uncouple, run forward then reverse past the other side of the island platform and couple to the Cairns end of the train. When the second train arrives the

locomotives follow the same procedure using a loop line.

I was able to have a quick look inside the signal box, shown around by, as it turned out, by the guard of the train on which we were to return to Cairns. The track diagram and whistle code are still on display. In the village some of the street furniture had a railway connection. There were a couple of seats made from half wagon wheels as legs, rails for the seat and back with rail clips forming some decoration. Some hand rails utilised hooks with draw gear and hand brake levers.

The run back down the gorge to Cairns stopped at Barren Falls station for a look at the falls to cater for the passengers who were on the train for the first time. The next stop was at Freshwater station and then into Cairns for an on time arrival.

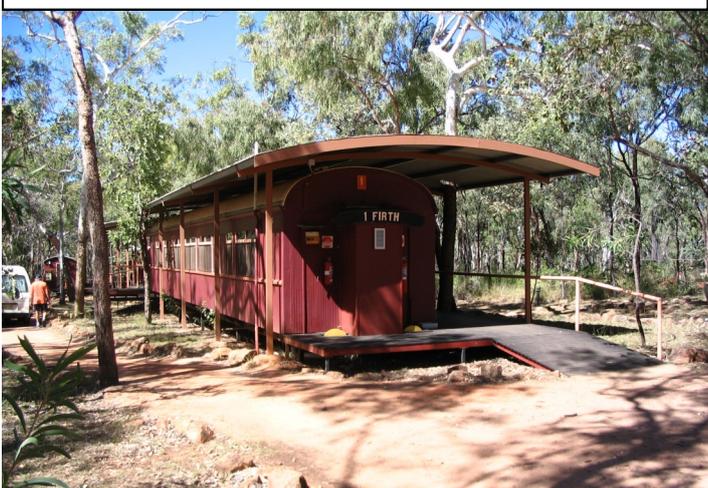
Our next adventure was to the Undara Lava Tubes some 300 kms south west of Cairns up on to the tablelands. The departure point was Cairns railway station car park where a number of buses departed for different destinations. Our departure time was 7.30am and we saw the Tilt Train in the platform preparing for its 8.15am departure that would see it in the capital by 9.10am the next day. We travelled south almost as far as Innisfail. We followed the main line for many kilometres all unfenced with lots of level crossings, mainly on side streets. Passing the Babinda sugar mill I noticed all the yellow cane locomotives seemingly huddled together under a high roofed open sided shed.

Morning tea stop was at Ravenshoe (Ravens-hoe). This was one end of a steam railway, now not in operation. There was a Brisbane suburban 4-6-2 tank locomotive, without its side tanks coupled to a flat car carrying a water tank. There were a few other carriages and wagons about some looking very good and some a bit sad. I do not know what the future holds for the venture but I think insurance matters may be the problem. Continuing on to Undara we went through Mount Garnet. There is a tin mine out from here and the tin ore is carted off in road train ore carriers, try to imagine double B doubles. All other vehicles have to share the single strip bitumen road with them. When overtaking in the same direction they seem to go on for ever.

The lava tubes were spectacular. Formed by volcanic activity 190,000 years ago, discovered by European explorers in the 1860's, but only investigated since the second world war and opened to the public in recent years. Lack of water and the wrong vegetation for cattle helped keep the place isolated. The Lodge itself was of great interest to me. It is made up of fully restored railway carriages.

The restoration work was all carried out off site to minimise the impact on the environment. The external work restores their original liveries and they all carry their correct numbers. Internally they cater for various sleeping arrangements, cooking, office – administration and sales, bar facilities and a piano

Carriage at Undara Lodge. Photo John Lyons.



lounge, they look great. One of the guides stated that the oldest carriage was imported from England in about 1891.

Thursday saw us in a hire car headed to Port Douglas. It was not far out of Cairns that I saw my first operating cane train, however it was a spot where I could not pull off the road safely to get a photo so I just had to keep driving. Port Douglas is a very pretty resort town and fishing port. It is also the northern terminus of the Ballyhooley Railway that runs between the Pt. Douglas marina and a resort at St. Crispins. I believe they run a Bundaberg Foundry locomotive, this was well locked away at the



South African Loco for the Cairns-Kuranda Steam Railway. Photo John Lyons.

Port Douglas Terminal Ballyhooley railway. Photo John Lyons.



St.Crispins end of the line.

On the way back to Cairns I located the Cairns – Kuranda Steam Railway head quarters. They have a collection of rolling stock that includes some stainless steel passenger cars, diesel locomotive and a South African Railways steam locomotive, a 4-6-2, not in working order at the moment.

If they get it under way again it is difficult to see it fitting in with the very successful Kuranda trains that run each day seven days a week.

I was very surprised to see just how good a tourist railway can be with a state railway operating it.

Tarpaulins

The NSWGR had a major manufacturing facility making tarpaulins for use covering loads. They make a fine site on an S wagon. The following detail the full size tarpaulin specifications:

Size: 24 ft by 16ft (made from 4 off 24ft lengths each 4ft wide). The seams have two rows of stitching, 1 inch apart. After use tarpaulins shrink up to 2 ft or more.

Branding: The letters “N.S.W.G.R” placed 24 times on each tarp. (The coaching book contained the additional details that the lettering is in indelible black ink 3¼ inches high, with the month and year in figures 2¾ inches high.)

Material: The canvas has an 1/8 inch wide red or blue stripe at 12 inch intervals running longitudinally.

Grummet Rings: 24

Attached Rope: 104ft consisting of ten 8 ft ties and four 6ft ties at the corners.

Waterproofing: The canvas is treated in a solution of wax, petroleum jelly, and a superior kerosene, rolled through steam heated rollers, then dried.

Thanks to Bruce Freeman who supplied the source material with this information.



Above: Tony Eyre on the footplate of Graeme Kirkby's 2401 double heads with Lionel Pascoe and 3811.

Below: Henry Spencer and R4 leads Warwick Allison and V1224 on the May running day.



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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 \$1 each.

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