

Sydney Live Steam Locomotive Society

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

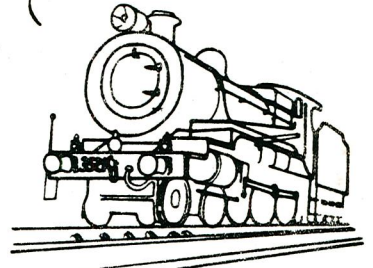
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Editorial.

At this time last year I was wondering just how the task of producing the Newsletter would go. On looking back over 1977 and four Newsletters I can say that thanks to many members my job has not been as difficult as I thought. Producing the Newsletter takes about a week and a half of steady work, my typing has improved but is still slow and I have been fortunate to have the assistance of two very competent typists at school with some of the articles.

I wish to thank those members who have commented on the Newsletter and given their encouragement. It makes the time spent more worthwhile. I would also like to thank the following members for their contributions, they have all helped to make the Newsletter more interesting; Mike Tyson, Alan MacKellar, Bill Richards, Reg. V. Wood, Maurie Haynes, Ray Lee, Ted Esdaile, Stan Childs, John Hurst, John Hagan and Barry Potter.

There are some items that other members may be able to help with. 1. Information about Books of interest to the model engineer and railway enthusiast alike. I do not have the opportunity to venture into Sydney and so do not have access to the larger booksellers. 2. Any information that you think may be of interest, even if it is only in point form I can build a story around it. 3. Things to sell, exchange, give away, what you don't want may be just what some one else could use.

With your help, once again, the 1978 Newsletters will be as good as this year's.

John Lyons.

International Brotherhood of Live Steamers.

Reg. V. Wood was approached and has accepted the position of Secretary of the International Brotherhood of Live Steamers, Eastern States. (Australia). This is an honour for Reg. and a position, he hopes, that will help further the cause of live steam enthusiasts.

At our December meeting Reg. informed us that he would soon be leaving the Sydney area for a more leisurely existence on the N.S.W. north coast. The meeting accorded Reg. a vote of thanks for all his work and efforts for the Society and model engineering and wished Reg. and his wife Margaret all the best in their new venture.

Harry Rowe. It was with regret that we heard that Harry had passed away in mid November. Stan Childs saw to a message of sympathy on behalf of the Society and attended the Service.

R.I.P.

New Members

I forgot to mention in the last Newsletter that Warrick Allison and Neil MacKellar had been accepted as provisional members of the society.

1978 Convention.

We have received some advanced information from the Queensland Society of Model & Experimental Engineers regarding their convention. Our secretary, Mike Tyson will have copies of accommodation details and the registration forms will be available closer to convention time.

Convention Matters.

An item in the last S.A.S.M.E.E. Bulletin stated, " 13. 11. 1956. Bill Newman wrote asking if members of the Surry Hills Club could visit S.A.S.M.E.E. at Easter 1957. This was accepted (and became the first live steam convention.) "

Alan MacKellar informed me that the first convention was held at the S.L.S.L.S. grounds in 1956 and will provide a report of this event for the February 1978 Newsletter.

Future Conventions.

1979.	Perth.	1980.	Victoria.
1981.	Sydney Society of Model Engineers.		
1982.	South Australia.		

Smokey Mountain & Grizley Flats Railway.

This 12" gauge steam railway of Arthur Birch is situated at Warnervale, north of Wyong. It is proposed to hold a picnic day there on Sunday 5th. February.

Follow the Pacific Highway to Wyong, turn left at Alison Rd., into the Hue - Hue Rd., and then Old Maitland Rd. Take the first turn to the right after the start of the gravel road.

The best bet is to meet at Wyong station at 11.00AM and follow Bill Richards, he knows how to get there. Contact Bill for any other details.

Duty Roster.

Jan. '78. T.Arney, C.Gunning, W.Allison, J.Esdaile, E.Esdaile, G.Farkas, M.McAulay.
 Feb. '78. W.Richards, I.Ramsay, J.Ranford, T.Geraghty, D.Jones, W.Sandberg, J.Hagan.
 Mar. '78. G.Sharp, B.Kilgour, R.Larkin, P.Hinkley, J.B.Hurst, P.Shiels, J.Singline.
 Apr. '78. M.Haynes, J.Sorrenson, B.Potter, E.Sweet, W.Hamilton, P.Dunn, J.Lyons.

Gate Roster

Jan. '78. B.Kilgour, Feb. '78. J.Hurst jnr., Mar. '78. G.Floyd,
 Apr. '78. A.Eyre.

1978 Publication Days.

I hope to have the Newsletter ready on the 3rd Saturday of February, May, August and November in 1978.

Works Report.

The retaining wall at the Park Ave. end of the ground is progressing well. A great deal of privet has been removed making a huge improvement. The refuge siding of the station loop is completed and the points set up for power operation.

The Signal Box and the eastern retaining wall are to be given top priority in the new year.

The Club House project should get the green light from the Board in the near future.

Crowle Home Charity Day.

This day was favoured by good weather this year and was well patronised by members and the public alike. The day was most successful.

New Locomotive.

Maurie Haynes had his 5" gauge 30 T painted green and in steam on the November running day. This is a fine locomotive, well finished and runs well. It is good to see the number of N.S.W.G.R. locomotives increasing.

Film Nights.

In recent months we have seen films of John Hagan's trip to the British Isles, preserved and miniature steam. Early film of the ground at West Ryde and Easter Conventions by Cec. Gunning and Barry Glover's trip to Japan and Taiwan. All films in their own special way were of great interest.

Meeting Place.

A reminder that our meetings till December 1978 will be held at the hall of the 1st. Yaralla Sea Scouts, south west corner of the Ryde bridge.

Next Special General Meeting tuesday February 7th 1978.

The writer's desire to build a garden railway dates back to the time when Fred Stewart of 'O' Gauge House held court in his property adjoining the old Sydney Society of Model and Experimental Engineers' grounds at Ashfield. The translation of desires in the direction of O gauge, to the reality of a 7 $\frac{1}{2}$ " gauge live steam railway has only become possible in later years, when in 1975 a property was acquired at Duffy's Forest with the railway in view.

The Duffy's Forest site was not selected without considering many alternatives. But the decision really came down to a site which was as close as possible to home and thus one which did not use precious time in travelling, and also one in which the whole family could take an interest. The Terry Hills district seemed to fit these needs quite well. Duffy's Forest is actually a ridge area extending out from Mona Vale Road at Terry Hills, which in turn is a semi-rural area some 15 miles north of Sydney.

The general land form is such that not too many properties in the locality are flat enough for a railway. Fortunately we were able to find a property fronting the main backbone road and hence reasonably level. Directly across the slope, the fall is about 1 in 20, but by siting the tracks more or less with the contours, a design has been possible where maximum grade can be set at 1 in 50.

The project commenced with over a year spent in getting the property into order. There was a great deal of regrowth in both timber and scrub and also the grassed areas had been given little attention in the preceding three years. However, with the aid of a traded-in tractor and a slasher, eventually the land was brought under control and to a stage where the railway could be seriously thought about.

Railways being what they are, the first thing of consequence was the building of a fence around the perimeter. This itself was no mean task with a 5 acre tract of land. In fact, one side was already fenced, but even with this, there remained about 1400 ft. of six foot chain wire to be erected. There is a main entrance to the existing house with an additional gate located to give more direct access to the steaming bays and off-loading point.

The track diagram is such that an 'out and return' operation is the principal function, but a return loop is incorporated to allow continuous running. Thus the system has the form of a dog bone with a terminal station inside one of the loops. The two circles are 60 ft. radius and the start to stop distance without using the return loop is about 2200 ft. There is ample scope for extension of the line if ever this is justified.

Earthworks commenced in February 1977, using a small J. I. Case bulldozer, and took about two weeks to rough out the formation. Maximum cut is four feet and maximum fill is also four feet. Concrete pipes were laid to deal with surface water and then a start was made on the station area.

There are three platforms, being parallel concrete slabs spaced to receive two sets of double track. The platforms are 25 ft. long and the four tracks lead directly to a 16 ft. turntable. Concrete for the turntable pit, platforms, steaming bays and signal box floor were poured in April. Provision has been made in the steaming bay for three elevated tracks which are also the off-loading points. Each track then leads directly to the turntable.

The turntable itself is basically an 8" x 6" standard girder 16 ft. long, supported either end by a pair of castors on outriggers. The beam is located centrally by a plain bearing mounted on a 12" x 12" x 1" steel plate supported on four $\frac{3}{4}$ " diameter bolts embedded in the concrete floor of the turntable pit.

contd. over

Simplicity in maintenance is the object rather than a scale turntable, which no doubt would have looked better.

The running rail for the turntable is 1" x $\frac{3}{8}$ " 15 ft. diameter, this also being embedded in the concrete floor of the turntable pit. This rail was erected by driving star pickets into the ironstone subgrade thence, after levelling, by welding the rail to the tops. The rail was again checked for radius and for level, a few adjustments made, then concrete was poured for the base. After setting, formwork for the vertical face was erected and concrete subsequently poured integral with a 2' 6" wide paved area around the circumference of the pit. Gaps were left in this paving for incoming tracks and after these are positioned the paving will be completed. Reg Wood and Arthur Hears very kindly helped with design of the turntable. I hope this acknowledgement will indicate the sincerity of my thanks for this help.

After completion of the concrete work we returned to the formation left after the dozer had finished. All the cut and fill embankments were trimmed and the longitudinal grading was finished as closely as possible to final levels. This was a very long and tiring job and even now there is still some work remaining. However, the main task of having the trimming ready for spring growth of grass is complete.

Track work was only commenced in September because of the landscaping and tidying up work. But the effort will be worthwhile and even now the shrubs and plants seem to have struck quite well and are greening up nicely. With the existing trees and those now planted, once a train leaves the station it will quickly go out of sight, which to us seems to make for more interesting running. Rails are 1" x $\frac{3}{8}$ " bar and two tons of this is stacked ready for use. A start has been made on track work on the turntable and in the steaming bay and station areas. Ties are 1" x $\frac{1}{4}$ " bar cut so that just enough space is available on the outside of the rail to place a weld. Sleepers are 15" x 2" x 1" hardwood secured to the ties by a single screw.

The writer noted with interest four articles in Model Engineer by a Mr. E. C. Martin of Oxford England, describing his own efforts in building a railway. His conclusion was that a person has only sufficient time to build either a railway or locomotives but not both. After working nearly every weekend for over two years, I think he's right. In any case, I can see at least another year in front of our diminutive labour force to effect the basic track laying. By then, John Clarke - J. G. S. Clarke & Co., North Wales - should have finished building the Dean, Armstrong class, locomotive which he has under construction, and then hopefully, we should be ready to run.

All being well, the prospect of seeing live steam at Duffy's Forest in the not too distant future is distinctly improving.

John Hagan.
October, 1977.

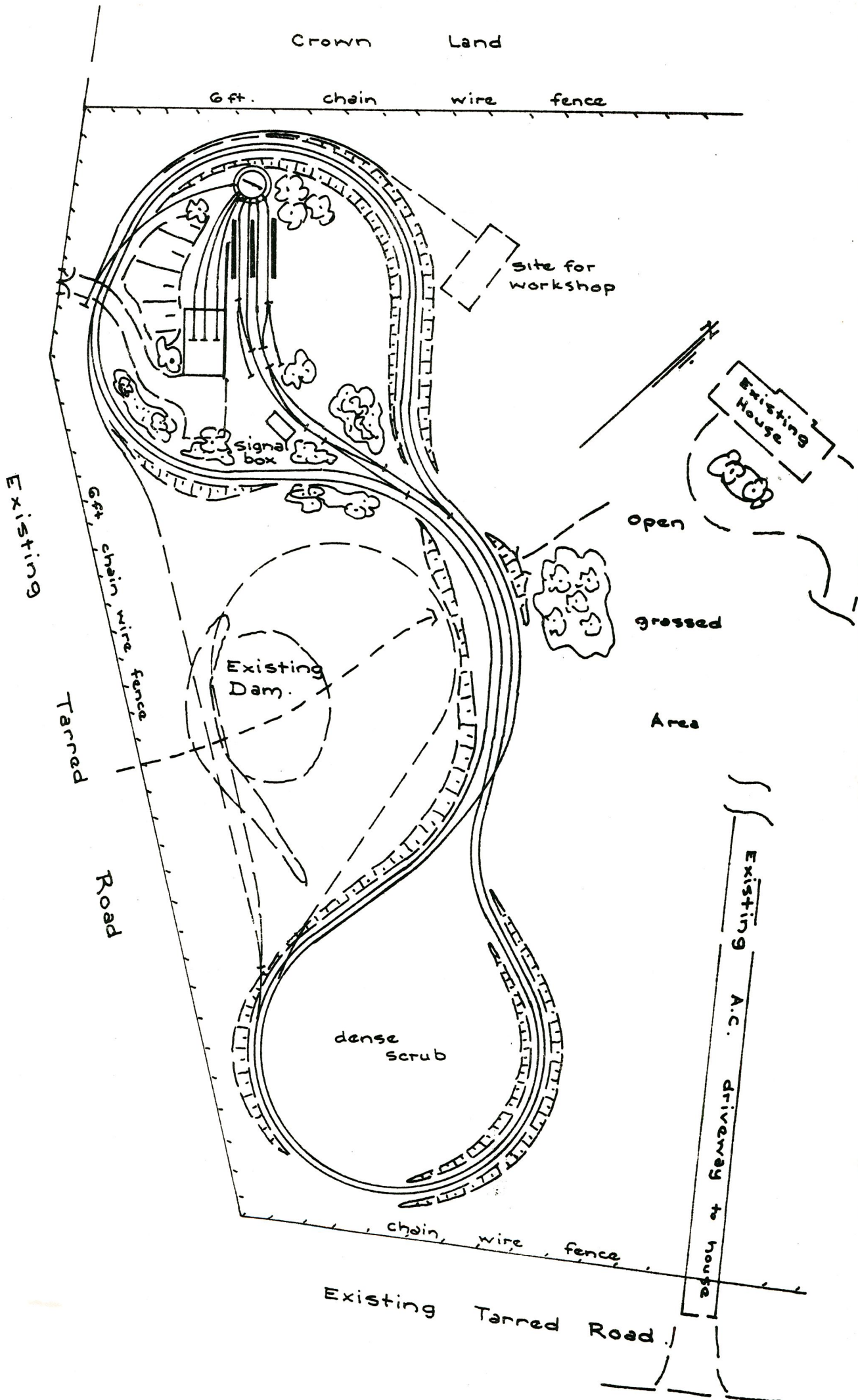
Hornsby and Districts Model Engineering Society Day.

by Barry Potter.

Saturday 29th October was very hot and windy, but never-the-less a good crowd rolled up for the H & DMES Invitation Day. All clubs were well represented by both members and locomotives.

The Club, set in an attractive bushland setting, have achieved a lot in their short time. They have a concrete block clubhouse and signal box and a station platform with authentic railway lights and name board. The steaming bays have an hydraulic hoist to assist with the unloading of locomotives. Extensive earthworks have been under way for extensions that will give a run of about 3000 ft.

A blustery cold change hit about 3.00 p.m., but several hardy souls steamed on despite the rain. The Club are to be commended for a very creditable showing of their achievements to date.



PLAN
 DUFFY'S FOREST RAILWAY

Not to Scale

J.L. HAGAN
 JUNE 1977