

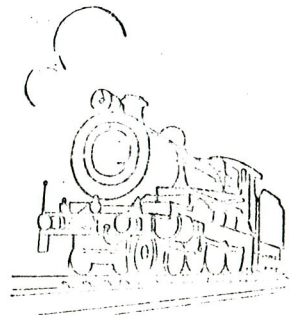
# Sydney Live Steam Locomotive Society

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## 'Newsletter'

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### FROM OUR PRESIDENT

Communication, a basic principle and perhaps the most important principle in modern progress.

Knowing what your friend, neighbour, competitor is doing is always interesting, knowing the reason why he is doing it is more interesting and of greater importance. The better your communications the greater your knowledge.

The importance of Communication in our modern society cannot be fully assessed. The rapid scientific advance in communications is almost unbelievable, Man's exploration on the Moon and we watched it on our Television. Modern Communication!

It is with a view to improving the communications within our own society and to ensure its progress that this, the first issue of a revised edition of the S.L.S. Newsletter has been produced.

It is fully realised that an established regular means of communication with members within our own Society, and with Societies of kindred interests is of prime importance for our individual progress and the advancement of our objective, the development and operation of miniature Steam Locomotives.

The success of our Society and the S.L.S. Newsletter will depend upon the contributions we make of our skills and labour.

G.W. Gunning

At the request of members and following a motion that was approved at the February meeting of our Club, I was appointed Editor of the Newsletter. I have been of the opinion that the absence of a form of regular communication with members and with other Clubs in our fraternity has been a great handicap and although I would sooner spend the time in the workshop, I felt that I should do my bit, so I will try to make the sheet interesting and useful in promoting your Club.

This is not to mind a profit - I am no prolific writer so without help from you members, my job will be very hard - if you visit your Club or have of any interesting items - PLEASE - scribble a note of the details and let me have it - it is not very goodly hisping in my ear when I am trying to haul passengers etc. so PLEASE, a scribbled note.

It is intended that the Newsletter be a regular publication to be issued every two months, its purpose is to inform all members of the plans and objectives of their Club, current activities, doings of members and any other items that may be of interest.

It is particularly hoped that the news contained will encourage those members whom we so rarely see to come along at both working days and on the fine days and to join in all aspects of the hobby for which your Club exists.

From following information it will be seen that your Club has a very busy period ahead, work that is absolutely essential if we are to stay in business - the old elevated track now up to 20 years old is on its last legs (literally).

At the request of members at our February meeting most of this issue will be taken up with a report that I made to the meeting concerning our immediate work programme and this I do urge you to 'read and inwardly digest'.

A note about 'Dads and Gardens' it has been pleasing to see the good response to the roster that has been instituted. The January group turned up to a man, one rostered member who was unable to attend arranged for a substitute - that's the spirit - keep it up. The rains came and rather spoil things for February, but served to highlight the point that it is best to get the work until the last Saturday before our running day or we can get caught as we did. The work can be done and done by doing during the off Saturdays (or any other day that suits) and then a final finish off on the second Saturday of the month.

Gardening Groups are as follows:

March: S. Childs, T. Geraghty, G. Floyd, P. Shiels, W. Edgecombe, D. Cross.

April: C. Gunning, J. Graham, P. Dunn, A. Mackellar, S. Iredale, E. Arney.

Gatekeeping Roster:

March: Tony Eyre April: No public running day. May: Charity Day

Will all members please note that due to Easter falling on the same weekend as our running day and also as several members will be interstate in Adelaide, it has been decided that the April day will NOT be open to the public, members may of course use the track for private running.

The Christmas B.B.Q. was spoilt by the weather, but even so some hardy souls cooked their chops etc. and ate as best they could and anywhere they could find shelter.

It was a pleasure to have John Wakefield with us over New Year and to see several runs of his new 5" gauge 'Caribou'. This loco has been building for the last six years and only had its first run in Adelaide in time to be packed up for the trip to Sydney. John made the most of his trip by having runs on every track available - Lake Macquarie at Edgeworth - The Mountains - our own track and also Ross Styles at Oxford Falls. Caribou is a fine job and will haul many more in the future - come to the Convention at Adelaide at Easter and see it do its stuff.

Talking about Ross Styles, we also had the pleasure of seeing his new 5" gauge Atlantic running at Ryde, to say that it ran like clockwork would be insulting, but you know what I mean. It is a typical Ross Styles job.

Also seen on our tracks was the ALL-SHELL monster built by Ivan ? of the W.D.L.S. club; quite a different job to Piers Styles but with some very interesting features none the less.

For the academically inclined the following extract from the journal of the Auckland Society is well worth reproduction:

*"Once upon a time there was an Indian Chiefain who was the proud possessor of three Squaws. One of these three, one spent her idle time lying about on a tiger hide, another spent her time on an antelope hide, and the third on a hippopotamus hide. One day the squaw on the antelope hide presented the chief with a fine boy, the chief was very happy. Shortly after the squaw on the tiger hide gave birth to another son and once again the chief was very happy. Several days later the squaw on the hippopotamus hide presented him with twins. The chief was exceedingly puzzled and he consulted his good friend the medicine man, about the problem. In return, the medicine man told him that this time he had received two souls. The medicine man looked back smiling and replied, "Ah, the old Indian legend: The squaw on the hippopotamus is equal to the squaw on the other two hides."*

Well, this is a first effort so don't be too hard on me, I hope to get into a more easy stride as time goes by. Help, forward to the assistance of all and any suggestions will be most welcome.

Your Editor,  
Reg. Wood

P.S. The amendment sheet attached should be stuck into your book of rules to bring it up to date. Ed.

#### ELEVATED TRACK RECONSTRUCTION PROGRAMME

As members are aware the main structure of our elevated track is fast rotting away and that a study has been made of the possibilities of a steel bed made to rot in concrete, apart from the adopted form of reconstruction to be erected on either two or three existing girders. There are first the realigning on the eastern side to allow for the duplication of the Central level on two half girders, secondly the new carriage shed, and secondly the adoption of new lower levels. There has been some problem with the duplication where the line will run behind the carriage shed due to the proximity to the high bank retaining the boundary of our land, this will involve some form of retaining wall possibly of Besser Blocks. The more serious problem is associated with the adoption of new levels which amount to a drop in height of 15" at the carpark end and 5" at the station end. This means that once the track is broken into, it will be unusable until the job is completed. Also to be born in mind is the fact that the ground level duplication cannot be done to any extent until the present elevated track is removed on the Easton side.

I raised these problems with our President, and as a result a closer look has been taken of the whole job and the following points are made:

- (a) the new levels are desirable to make for a safer track and one more likely to satisfy the D.L.L. should they decide to inspect us.
- (b) inspection in detail shows that portions of the new track by virtue of relocation on the Eastern side on two or three existing girders can be erected without disturbing the existing track.
- (c) the extent of work that can be done under (b) above amounts to approx 900' leaving some 400' to be done in the demolition of the present track.
- (d) it is estimated that we cannot expect to erect — that is bore holes, stand up posts and beams, plumb and level and pour bases — better that Six sets per day say two days per month and say Five months per year or 900' in the year.
- (e) 900' of track will mean 112 sets of posts and beams of which we presently have 42 so we require another 70 or FIVE pours — this can readily be done in the required time but additional pours will be necessary to provide for the second period when 400' has to be done as quickly as possible to minimize the time out of service of the elevated track.
- (f) the 400' of track includes the two half circles at either end and shorter 5' beams will be required so some 200' of sets will be needed say Five pours.
- (g) it will be necessary to have the existing elevated track in use until April or May 1974 to handle the Childrens Medical Research Fund Charity Day, so all work associated with the first 900' must be done by that time when the elevated track will be out of use until the job is complete in say 6 - 9 months or by the end of 1974. It should be remembered that we may be faced with a Convention in 1975.
- (h) in thinking of the concrete reconstruction of the rail bed we must not forget that the rails have also to be replaced, some existing track will be suitable for reuse, but an indeterminate amount will have to be new. Also if possible wooden sleepers should be tried under the present steel ties to reduce the noise and harshness of the ride.

Arising from the above it is apparent that for the next year it will be necessary to have regularly teams as follows:

1. Preparing moulds, pouring and stripping
2. Excavation and earthworks
3. Surveying and pegging out position of all posts
4. Boring holes, setting up posts and beams and concreting bases.

From April 1974 an additional team or teams will be needed to carry out the relaying of existing track where possible and the construction of new track where needed.

It is realized that what has been written may over-simplify some aspects. Also that if Labour is available some additional overlapping of work may be possible, but none the less the foregoing points are a reasonable picture of what is likely to be achieved. It is a bit too pessimistic as to the time involved.

The following simple chart sets out what is indicated above: