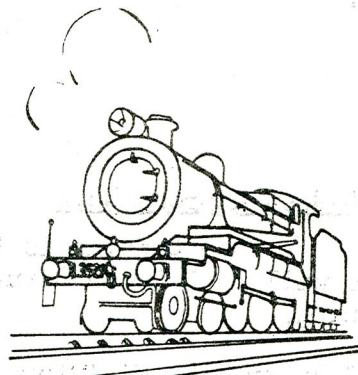


Alison

Sydney Live Steam Locomotive Society

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



'Newsletter'

Newsletter
Correspondence.
The Editor,
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February 1979.

Editorial.

I would like to wish all members a happy New Year and a prosperous one for the Society. The plans for this year include the continued process of ground level duplication and the signal box construction. The S.L.S.L.S. will host the 1979 Efficiency Trials and the Convention this year will be held in Perth at the Castledare track. The fact that members of Societies in the Eastern states are prepared to travel to the west coast for the annual convention shows the strength of the miniature live steam movement in this country.

John Lyons.

Christmas Party.

This event was held early in December. The childrens party was enjoyed by all the youngsters and of course the arrival of Santa hauled by Jack Esdaile's new 5" gauge 0-6-0 was a highlight of the afternoon. Train running was then enjoyed into the night as members and friends had a B.B.Q. tea. About 8.30pm. or so rain started so we had been fortunate in that it had not come earlier.

A notable event was a display of high speed electric driving with the driver carrying his "fuel" on the driving console.

Our thanks to Elizabeth Tulloch and the Ladies who assisted her with the party catering and to Bill Edgecombe, our resident Santa, all of whom made the day a success.

***** CHARITY DAY *****

Saturday 24th. February will be a Charity Day held in aid of the Lantern Club. This is the Saturday following our own public running day. Please keep the day in mind.

Congratulations.

Ian Ramsay and his wife Anna took delivery trainee engineman Jeremy on 21st October 1978. Both mother and son are doing well, best wishes from the society.

Exhibitions.

During January the Society was involved in two exhibitions, one at the AMP Building at Circular Quay and the other at Centrepoint. Mike Tyson acted as co-ordinator for both of these and at the last meeting was commended for his effort.

One of our new members David Price gave a great deal of his time to supervise our display at Centrepoint. David reports that many of the visitors showed great interest in the display and he spent much time explaining various facts about the models. Both David and Don Jones told that they had allowed blind children to actually feel some of the locomotives and it would be hard to describe the pleasure these children derived from that simple experience.

David was also thanked for his effort for the Society and it is hoped that our running days will benefit from the exercise.

December Public Running Day? ? ? ?

The question as to why we do not hold a public running day in December was raised at the December meeting by Ernie Sweet.

The recommendation to hold a public running day on the third Saturday in December, proposed by Ernie Sweet, will be discussed at the April meeting of the Society. This is the Saturday following our own public running day. Please keep this in mind.

East-West Express No. 2

Cec Gunning is to organise another long distance lead hauling exercise. This will be held on Saturday 31st. March and will, I believe, involve some night running.

1979 Australian Miniature Locomotive Efficiency Trial.

As the I.L.S. are unable to stage this event as proposed the S.L.S.L.S. will host the 1979 Miniature Locomotive Trials on Sunday 20th. May. Mike Tyson and Ray Lee will be the joint organisers. The trophies for the event will again be donated by Rhonda and Arthur Mears, our thanks to them.

Locomotive News.

Here are some details of two new locomotives seen on our track of late. A 5" gauge locomotive built by Jack Esdaille is an outside framed 0-6-0 based on No. 16 of the Stratford on Avon Midland Junction Railway built by Beyer Peacock Manchester in 1878. Construction began in October 1977 and the steam test and first run took place in November 1978. The dry weight of the locomotive and tender totals 90lb. The cylinders are 1.4" dia. by 2.125" and the driving wheels are 5.0625" dia. It has slip eccentric valve gear driving through rockers to valves on top of the cylinders. Pistons are stainless steel fitted with deflon rings and run in bronze cylinders. The locomotive brakes are operated by what looks like a reversing lever that also operates the cylinder drain cocks. The locomotive is finished in green and black with polished brass dome, safety valves and chimney top.

The second locomotive is Jim Hyde's as yet unpainted G 3808, (non-streamlined), in 3 1/2" gauge. The locomotive was built to the O.B. Bolton drawings and has cast gunmetal frames and bogies. The cast iron cylinders are 1.25" bore by 1.625" stroke and have 0.75" dia. piston valves. The boiler runs at 100psi., barrel and wrapper are 12 gauge with 10 gauge tube plate, throat plate and back head. A combustion chamber is fitted as is a stainless steel fire arch. The boiler is lagged with 1/8" asbestos encased in 18 gauge stainless steel cladding. The boiler is fed by two injectors and a twin ram tender hand pump. The steam to the cylinders is controlled by a disc type smoke box regulator.

Both locomotives are a credit to their builders and we should look forward to seeing both in regular service. I would like to thank Jack and Jim for their notes that made up this report.

Romney, Hythe and Dymchurch Light Railway.

Half a Century..... A Tribute.....

Neil Campbell.

Introduction. When I was attending secondary school, one of the tasks I had to undertake was to do a project on any subject as part of my second year English studies. Of course the subject I chose had to be "RAILWAYS" and I included a magazine article written by a GERALD BOWMAN.

Gerald Bowman describes an interview he had, in 1937, with the late Capt. J.E.P. Howey on the first ten years of the operation of the Romney, Hythe and Dymchurch Railway. In this interview with Howey a connection between the R.H.& D.R. and Australia exists, namely that a lot of the capital Howey used for finance to build the railway came from Australia through Real Estate operations in Melbourne which he had inherited from his forebears.

My own connection with the R.H.& D.R. is because of the fact that my 5" gauge 4-6-2 "The Old Girl" bears a strong resemblance as far as outline to one of the English style 4-6-2's that operate on the railway.

Doing some spring cleaning recently this old school project came to light so I pass Gerald Bowman's 1937 article on to you as a tribute to the First Fifty Years Operation of the R.H.& D.R. Now to Gerald Bowman's article.

Trains a Boy Can Drive. Gerald Bowman visits the world's most popular railway.

One hundred years ago George Stephenson, father of British Railways, saw the first real triumph of his dreams and labours. The year 1837 marked the official opening of these short sections of track which were to grow to such colossal size, as the great main lines which were to cover the country to-day. Now this marks a coincidence, because it was in 1837 that a certain Northumbrian named Howey emigrated to the far and most fabulous continent of Australia.

Trains a Boy can Drive. cont.

He bought land. He bought shrewdly, in fact, that in a hundred years his property on the northern fringe of the magnificent Port Philip Bay has become a great modern city called Melbourne.

The rent-roll from a city the size of Melbourne is large and very pleasant, pleasant enough to enable Capt. J.E.P. Howey, descendant of the pioneer, to turn a Stephensonian dream into a somewhat expensive reality. Northumbrian shrewdness and a capacity for hard work have gone one further and made the reality a commercial success. Some fellows have all the luck.

From the colossus engine, the L.N.E.R. "Flying Scotsman" Stephenson's 150 ton great - great - grandchild, we come to the one - third scale "Hurricane" its perfect counterpart in miniature, running on only 15 inch gauge, and one of the crack locomotives of the R.H. & D.R.

"Hurricane" is the engine Capt. Howey, the owner of the railway drives, a 4-6-2 Pacific, who has made a schoolboy's dream an engineering reality, the reality of this tale is as he told it to me himself.

"You remember Zborowski?" asked Capt. Howey, as he steered a big $4\frac{1}{2}$ litre Bentley along the Littlestone Road. "Well, we were both keen on model railways but in the first place the idea of laying a "real" model railway along this part of England, the Romney March, was his, which I saw had great possibilities."

"One of the first engines I bought, Count Zborowski bought the other. He had arranged that he was going to come in with me fifty-fifty on all the expenses directly after he had driven his last race on the Monza Track. Well, it was his last race, poor chap..... As you probably remember....."

I remembered. Not many people who were Brooklands enthusiasts in the twenties will forget the big, magnetic owner-driver of "Chitty-Bang-Bang" an enormous chassis, powered by a Maybach-Zeppelin engine. Howey, as a matter of fact, bought it from his widow after that fatal Monza crash.

"Well" said Howey, glancing down at the Bentley speedometer which was showing a smooth eighty five, "that was a pretty bad shock to me, of course. But I decided to carry on alone."

"I surveyed the marsh from Hythe to Dungeness, and planned the fourteen miles of line. It was tricky, there were forty wide dykes to be filled in and made solid, and one fifty foot steel bridge over a stream was needed."

"You see, although our locomotives are one-third scale miniatures, the railway was to be for public conveyance, and so everything had to be done under the eagle eye of the Transport Ministry with its safety regulations."

"By the way, we're rather proud that in ten years working with a total of 1,500,000 people carried we haven't had a single passenger casualty of any kind."

I reflected that a little pride was distinctly pardonable, with engines that average 30mph on a fifteen inch gauge track and can haul a train of three hundred passengers at 25 mph up a grade of one in a hundred.

"Although" said the Captain cheerfully, "the fourteen mile double track system with its ten stations, eight steam and one Rolls-Royce motor locomotives and its passenger coaches cost me £140,000."

"The signalling, by the way, is the standard system in miniature, all boxes being interlocked with standard tappet frame and lever interlocking. Those at new Romney and Hythe are seventeen lever boxes, we designed and made the frames in our own shops."

"Points are one in eight and one in nine, that's 125 and 150 feet radius. The rails are British standard flat bottom section 24lb. per yard, spiked to 9 inch by $4\frac{1}{2}$ inch baltic fir sleepers, creosoted and laid at 22 inch centres, six spikes per sleeper and eight at rail joints."

"As to the locos", J.E.P. continued, "Greenley, who's now our chief engineer, designed them all in miniature, from the originals. The six English pacific type were built by Davey Paxman, Ltd., of Colchester, and the Canadian pacific type were built by the Yorkshire Engineering Co., of Sheffield."

"Each of them weighs about eight tons. The English type cost me £1,700 each, but the Canadians were rather more expensive, each came to £2,250."

He swung the Bentley aside into the Littlestone station approach, with its delightful rock garden.

Trains a Boy Can Drive. cont.

"Of course," he continued, "although we kept dead to one third scale in every way possible, there are some details which had to be altered for practical use. Connecting rods had to be heavier, boiler tubes and small piping larger."

"Our new coaches are exact in outline, but naturally, inside, the seating accommodation had to fit the normal type passenger. Still, each four passenger compartment has a separate winding window door. They're all steam heated, and each coach carries eight people."

"At first we had a bit of trouble to find a satisfactory brake for the rolling stock of this size, but I put the problem to the Vacuum Brake Co. of Manchester to work on the job and they came up and solved the problem magnificently with a half size combination ejector, and miniature cylinders for the locomotives, and flexible connections and couplers to suit a three quarter inch bore train pipe."

"Since then we're never had a spot of bother. But here you are — and here comes "Hurricane" my special locomotive, which I nick-named "Sambo" you see, because she can blacken your face better and faster than any of the others."

We scrambled out of the Bentley and ran across the narrow tracks. Into the station came a four foot high "Flying Scotsman" with a train of properly scaled coaches,,, absolutely uncanny looking, since there was no visible sign of the driver or passengers to give the size contrast. Just Howey and myself, Wellsian Colossor figures, towering above the Lillieput giant.

Then the doors opened and the passengers emerged. From the engine cab, out stepped the driver, his name Dan Crittall, from where he had been sitting on a special low seat, formed out of the front of the tender.

Dan makes regular pilgrimages to drive on the R.H.& D.R. He is one of Howey's volunteer drivers,,,,, it isn't often you can catch any boss with a nigger black face, bisected by a forth form grin, playing trains....

"Isn't she grand?" boomed Dan, looking at "Hurricane" with the eye of a swain. "You know, she's lovely to drive. Wish I could spend every week-end down here. Nothing like it, beats every day of going to work as one has to do." My own thoughts were thinking much the same as Dan's.

Dan, the enthusiast, has driven full sized main line locomotives, but finds the R.H.&D.R. has something special to offer him. But in this marsh country he's in good company. The late Sir Henry Segrave was one of the R.H.&D.R.'s keenest footplate men, and the present team, headed by Capt. Howey, includes W.Bramble, Chief Locomotive Inspector of the L.N.E.R. Between them they run an all year round service, and to make up for natural winter curtailment, they have carried as na many as 8,000 passengers in a single day during the summer season.

.....And so may the R.H.&D.R. continue to give enjoyment to passengers and staff for many years to come.

Postscript...

The total of locomotives in Gerald Bowman's article is not quite right, for some reason he forgot to mention the two 4-8-2's, mountain type locomotives that were built shortly after the 4-6-2's were delivered to the line, making a total of nine mainline steam locomotives all still in service to this day.

During the Second World War the line was taken over by the military authorities who ran a fully armoured train, forming part of the coastal defence system, also the railway played a large part in transporting the fuel oil line called "PLUTO" which supplied fuel to the allied armies and which ran underneath the English Channel.

The line reopened in 1946 for passenger service, now only a summer service operates. Since Capt. Howey's death the line has changed hands twice but still remains privately owned, its present owners forming the railway into a Co.Op.Society or Company, much the same as our own Societies situation.

Also the original loco. an 0-4-0 tender tank, called "the Bug", a German built locomotive by Krauss of Munich, and which was used for building the railway has been found in a scrap yard in Ireland and after an overhaul and a new boiler has been returned to service as an historic working locomotive.

.....And as Gerald Bowman wishes continued long life to the R.H.&D.R. so do I and may it see its next 50 years and still be mainly steam operated.

Neil Campbell.

Duty Roster.

Mar. '79. T.Arney, G.Farkas, M.McAulay, H.Ryan, M.Tyson, A.MacKellar, N.MacKellar.
 Apr. '79. W.Richards, I.Ramsay, T.Geraghty, D.Jones, W.Sandberg, J.Hagan,
 May. '79. G.Sharp, B.Kilgour, R.Larkin, P.Hinkley, J.B.Hurst, C.Wear, P.Bradley.
 Jun. '79. M.Haynes, J.Sorenson, B.Potter, W.Hamilton, P.Dunn, B.Courtenay, K.Sewell.
 Jul. '79. J.L.Hurst, J.Davies, R.Lee, N.Campbell, P.Shiels, J.Lyons, V.Lipari,
 Aug. '79. B.Hurst, B.Tulloch, A.Etre, L.Thompson, M.Yule, J.Hyde, B.Rawlinson.
 Sept. '79. W.Edgecombe, P.Brotchie, G.Esdaile, W.Allison, B.Donovan, B.Peake, J.Leishman.

Gate Duty will be notified personally.

Boiler Certificates.

Our boiler inspectors Messrs. Gec. Gunning and Stan Childs have drawn up the following list of boilers that will be due for renewal of Boiler Certificates in 1979.

<u>OWNER.</u>	<u>REG.No.</u>	<u>TYPE.</u>	<u>GAUGE.</u>	<u>EXPIRATION DATE</u> <u>in 1979.</u>
D.Jones	NA.75.72	4-6-0	2½"	1 February.
T.Esdaile	NA.75.73	4-8-4	2½"	21 February.
C.Gunning	NA.69.18	4-6-4	3½"	16 March.
B.Kilgour	NA.68.2	0-6-0	5"	15 April
B.Potter	NA.76.74	2-8-0	5"	3 April
G.Sharp	NA.69.12	4-8-4	2½"	15 April
W.Allison	NA.72.55	4-4-2	3½"	3 April
R.Larkin	NA.72.56	4-4-2	5"	3 April
J.Hurst	NA.72.46	4-6-2	2½"	5 June
J.Davies	NC.69.18	4-6-2	3½"	5 June
B.Hurst	NA.70.29	2-6-0	2½"	3 July
J.Singline	NA.69.14	4-4-2	3½"	24 July
B.Tulloch	NA.70.35	4-6-2	5"	2 August
P.Brotchie	NA.69.8	2-8-0	5"	4 December

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For Sale.

Model Engineering Needs. Warrick Sandberg.

B.A. nuts and bolts.

Injectors.

Westinghouse Pumps.

Orders by phone 623 4137. 8.00am to 9.00pm.

by post, Lot 293 Rugby St., Werrington, 2760.
(No personal callers at above address.)

Orders delivered to the grounds at West Ryde 3rd Saturday.

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The AALS ground level Coupling Standards will be published next Newsletter.
Ed.

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