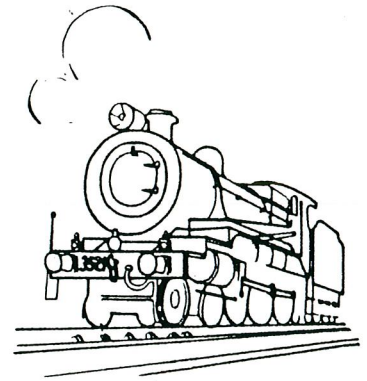


Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.

50
YEARS

'Newsletter'

Vol.26. No. 1
February 1998.



50th Anniversary Celebration

Arrangements for this weekend are going well.

The Saturday 21 March will be the usual running day , but we will start at 10am. Normal admission charges will apply. We have sent details to local model railway clubs, advertised this day in the Australian Model Railway Magazine & we will probably also have something in the local paper. In accordance with Ryde Council regulations we have notified and invited our neighbours to Saturday's activities. A BBQ for members & invited guests will be held on the Saturday evening in order to encourage members to steam on into the night! A display is to be arranged in the clubhouse for both days. Exhibits are welcome. (Bernie would love to hear from you!)

The Sunday 22 March will be the day for other clubs' members to join us. Running will start early and finish by 8pm. There will be some specially invited guests to share the occasion and some short speeches just before lunch. This day is noted in the club diary of AME & we have sent special invitations to other model engineering and live steam societies.

Some setting up for this event will probably occur on the Friday (20th) for the information of those members with nothing better to do!!

All members are especially welcome, even if you have not visited the grounds for some time, come and see what has been achieved in the last 50 years. It would be great to see some of the locomotives that have not been out for a run in years , any partly built locomotives would also be welcome.

CAKES, SLICES, PIKELETS, SCONES.

For both of the days mentioned above it will be most important for the ladies to have lots of help in the way of a good supply of cakes, etc., to look after the members , visitors and expected extra patronage for this very special weekend.

Could all members try to help with the supply of cakes, slices, pikelets or scones , what ever your favourites for the morning tea, lunch and afternoon tea on both days.

The club house ladies need your help , and lots of it to make the catering side of this event as memorable as we expect the rest of this big occasion in the Societies history to be.

As much help in this way frees the ladies to concentrate on providing the excellent service we have come to appreciate.

50th Anniversary Dinner

The date for this event is Saturday July 11 1998. The function will be held in the Bowling Club across the road from 7pm. There should be specially invited guests at this event also. This promises to be a marvellous unforgettable occasion. Keep the date free!

Running Days. November. This running day was for the Malcolm Sargent Fund. The weather was cloudy but stayed fine and a reasonable crowd was in attendance. On the ground level we had Ross Bishop-Wear with his Fowler and Warwick and the V class providing the inner service while on the outer track Ray Lee gave his VR S class a run and John Hurst was assisted by Max Gay and "Bitza". Ross had been invited to assist as we had Henry off sick and were to be missing Pete Shiels and Ken Baker. On the elevated track Ron Larkin and Jim Leishman both hauled trains while a third service was run by Paul Taffa, "Hunslet" and relieved by Brian Kilgour, "Nigel Gresley" later in the afternoon. Light engine running in 3 1/2" gauge was provided by Wayne Fletcher with the "Schools" class and Jack Grierson, green C3806. The day was a success, we had 2120 rides, which was not bad for an average crowd.

December ARHS Christmas Party & Members Christmas Tea

The ARHS run was threatened by a week of bush fires and fire bans. Bill Richards did some ringing around & we obtained the 80 class of Jim Robinson. Terry Geraghty also replaced the batteries on the mule and came along. In the event the ban was lifted on the Friday midnight and we were able to steam. This meant Terry Bradley (Wascoe) with his 45 class could return to planned duties. It was a good day with the BBQ enjoyed by all, the ARHS cooks did a great job, there was plenty to go round. Ross Bishop-Wear came and Barry Potter brought down a virtually complete 53, and 55 class, these locomotives were the centre of attraction for much of the time, they are both excellent examples of model locomotive engineering perfection. Bernie's 10 class engine made its painted debut and it looked wonderful. Mid afternoon Bernie ran the 10 class on the ground level with the Lyons goods train set, coal road van trailing. This combination looked very good and resulted in some very interesting photographs. David Lee displayed his C class locomotive tender and this is a piece of fine workmanship. Rex Barlow's "Conway" was running on compressed air in its building stand and John Hurst's King class had an outing on the elevated. The Lyons Z19 had another trip out of the workshop, progress towards completion is slow, but all being well it will be in steam well before years end. Jim Leishman provided a passenger service on the elevated with the SP pacific and was joined by Paul Taffa and the "Hunslet" later in the afternoon.

Don Jones from Dora Creek was at the grounds for the first time in many years. Don spent the time catching up with old friends and becoming aquainted with many of the newer members.

As was the case last year, the ARHS took over the Signal Box and by all accounts had a wonderful time. The proceeds from this day & the November day go to the Malcolm Sargent Cancer Fund for Children.

December public running day. A typical summer day, hot and rather humid. There was a small crowd but we managed about 800 rides. Pete Shiels and the C39 were assisted early by Max Gay with "Bitza". John Tulloch and the H class double headed with Ray Lee, C35, and there was Warwick and the V class. On the elevated track Jim Leishman, SP pacific and Ron Larkin, C 35 provided the passenger service. Wayne Fletcher and Jack Grierson ran together but were forced off due to water supply problems. This was a very easy run, there was a quick early clean up and then off home with Christmas greetings all round.

January. The day was hot but not too humid and we had the best January crowd for some time with 1234 rides for the afternoon. The shaded areas were very popular. It was necessary to have the fire hoses out as the grass cuttings and the pine needles were tinder dry. On the ground level track services were provided by Pete Shiels, C 39, John Hurst, 4-8-2, with assistance from Max Gay, "Bitza", Barry Tulloch ran his D 59, Ray Lee gave C3803 a run and one of the regular elevated combinations, Brian Kilgour and Bernie Courtenay, Nigel Gresley and the SMR 10 class did their work at ground level. Geoff Sorensen and the C30T was also in steam.

On the elevated Ken Baker, Simplex, ran one train earlier in the afternoon and was relieved by Ron Larkin and the C 35. The Mulholland clan steamed the pannier tank late into the afternoon and Jim Leishman's SP 4-6-2 with various drivers performed well even with some injector trouble. Jim's locomotive is great to drive. With two cars and a guards van the locomotive and pump size combination are just right. Take care with the fire to not get any holes in it and you can maintain good steam pressure with the water level staying constant all afternoon.

The anti-tip rails that Jim Leishman and helpers have fitted at the elevated station curve seem to be well worth the effort. We have had less trouble with passengers upsetting the cars getting on and off.

General News Items.

Garden Roster.

Starting in May a revised Garden Roster will come into operation. The groups have been rationalised to make each more effective. If you find that your name is missing from the groups, do not be offended, you are welcome to join in and help when ever you can, especially on the second Saturday. Attached to this Newsletter is a full copy of the new Roster.

AMBSC

In response to a letter from Mark Watkins, the secretary of AMBSC, we have suggested some modifications to the qualifications for boiler inspectors. Hopefully this will encourage discussion among the Societies, to make the appointments more flexible & with clearer responsibilities.

Boiler Inspectors. It will be recommended to the AMBSC that as Ken Baker now has appropriate qualifications he should be registered as one of our Boiler Inspectors.

Ron Moffett. At the February meeting it was reported that Ron had passed away. Ron had been a country member for many years, he served the Society well in his time as a city member especially during the last Convention held at our grounds.

Works Reports

Elevated Track Ground Frame

Peter Shiels provided some hot flame to 'adjust' some of the channel iron connections & at long last the crossover can be pulled from the frame! Installation of the channel iron 'A' frame guides is complete. Work is progressing on fitting up the facing point lock arrangements and it is hoped this will be in place for the March weekend.

Compressor Drains

Pete Shiels has rigged up some fancy plumbing and an oil trap that would do justice to a ship's engine room! Well worth a look.

Inner Main Sidings

Work has also been progressing on the installation of ..wait...not one...but...two new trailing sidings on the inner main. This will be the favourite summer stabling point under the trees near the clubhouse. The big question is, will it attract Mr Tulloch off the outer main? Ballasting the sidings was completed on Saturday the 7th of February and the sidings were commissioned with one set of ground level trucks. It is most likely that they will be in use by the time you are reading this Newsletter. It is a nice shady spot, just the spot to refuge or to hold some scale rolling stock.

Rolling Stock Maintenance

John Hurst has been tackling the renewal of diaphragms and this is now complete. Some work on the 'Pluton' set has revealed that the diaphragms were bottoming with the shoes only rubbing. Fixing this, together with a small leak has restored full braking performance on these cars. Meanwhile on the elevated Ken Baker has discovered that if you put a heavy enough load on certain cars, the brakes come on! Certainly an unexpected way of testing the hauling capacity of the Simplex! This has resulted in the adjustment to some of the king pin lengths. Brian Carter has supplied and fitted some very nice car numbers in the traditional NSW style. These look very smart. Alan Cottrell has been continuing the painting of the rolling stock. It is true to say that it has never looked better.

Council Drainage Work.

Work on this project has started on other sites. There is a meeting to be organised with the Contractor soon and at the present time it is anticipated that work on our grounds will possibly start about September.

Loco Depots & Elevated Track

While Brian Hurst works at painting the fixed parts, Mike Tyson & Peter Shiels have been getting the removable parts (ie the track) galvanised. This certainly lifts the appearance. Jim Leischman has been working on the elevated track anti tip rail.

For Sale. Paul Taffa has for sale one 5kg . box of 13 S grade 3.2 mm dia. welding rods, \$20. Paul can be contacted at 9642 2979.

Duty Roster.

Mar. '98. W.Allison, R.Barlow, H.Brammer, T.Geraghty, B.Greenfield, J.Mulholland, L.Pascoe.

Apr. '98. H.Spencer, P.Brotchie, F.Collins, W.Fletcher, M.Gay, D.Lee, J.Noller, G.Robertson.

May. '98. A.Mackellar, W.Allison, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, V.Scicluna, P.Shiels.

Gate Roster.

March. Wayne Fletcher. April. Max Gay. May. Terry Geraghty.

Diary Dates

21-23 February	Lake Macquarie Live Steam Locomotive Society, Edgeworth Birthday Run
3 March	Directors Meeting
20 March	Special Working Bee
21-22 March	SLSLS 50th Anniversary Celebrations & Running & Invitation Days
7 April	Members Meeting
10-13 April	Easter Convention at Castledare, Western Australia (Registration forms are on the notice board. If you are thinking of going, Warwick Allison would be interested to know.)
18 April	Public Running Day
23 May - 9/10	Orange, Interclub visit.
5 May	Directors Meeting
16 May	Public Running Day & next newsletter
30 May	Presidents Breakfast .
6,7 & 8 June	Illawarra Live Steamers Hot Pot Run
11 July	Members Anniversary Dinner

**The Development of the Steam Locomotive on the N.S.W. Railways.
by Mr. C.A.Cardew. Continued.**

The final development on the New South Wales Railways of the suburban tank locomotive came in 1903 with the appearance of the then S.636 class, now the C 30 class locomotive. These locomotives were to the general design of the NSW Railways, though all were built by Messrs. Beyer, Peacock and Company in England, except the last fifty which were built later Departmentally in the Eveleigh Locomotive Workshops, and with the completion of which the class numbered 145 locomotives. The outstanding features of this important class will be clearly seen a leading and trailing four wheel bogie, six coupled driving wheels, outside cylinders and boiler with belpaire type firebox. As compared with the class last mentioned (M 40) the tractive effort, at 19,000 lb., had risen by approximately 20% while, if comparison was made with the first locomotive for suburban train working which has been dealt with here, the tractive effort was nearly three times as great, and the total weight, at some 72 tons, was likewise nearly three times as much. In meeting the conditions of train operation in the Sydney suburban area these locomotives were most successful. In later years, so that they might cope better (more especially on the North Shore line) with some heavier carriage

stock, a number had a larger cylinder diameter provided, with increased weight for adhesion on the coupled wheels, which was transferred from the bogies, and the boiler pressure was raised to 170 psi. Later still some were dispatched to Newcastle, and later again some to Wollongong, for the developing suburban services there, and in these as, also, in some of the outer suburban working around Sydney a number are still employed. (1965) Further, some 70 of the class, when no longer required for the Sydney suburban train services, were converted to 4-6-0 tender type engines, with the side tanks removed and, departing from the crowded environs of the City, continued to render good service on all kinds of trains on branch lines in remote areas as, for instance, between Byrock and Berwarrina, and are yet to be found usefully engaged on such work, some indeed having been also superheated. While these locomotives were still the mainstay of the Sydney suburban working, it might be worth recording that at the peak of this kind of traffic (about the year 1925 before the electric train services began) in Sydney and Newcastle there would be something like 200 locomotives daily engaged in suburban train operation on the New South Wales Railways.

Excellent though these locomotives were for the service required of them the criticism could be made that, although for heavy grade working and high rates of acceleration there was a need for the maximum possible adhesion weight to be provided, there was with the 4-6-4 wheel arrangement chosen much weight lost on the bogies that could well have been utilised to augment this. Actually rather more than 40% of the total engine weight rested on the bogies, and although later some of this, with some of the engines, was transferred to the coupled driving wheels, it was not desirable to go too far with this lest a too much reduced loading on any one of the four wheels of each bogie might lead to derauling tendencies.

In point of fact after some years there was a proposal to build another design of suburban passenger locomotive and in this, by using the 2-8-2 wheel arrangement, a much higher proportion of the total weight of the engine would have been available for adhesion but, with the possibility that before long the Sydney suburban railway system would be converted to multiple unit electric traction, although the general features of the design were worked out it was not proceeded with. Perhaps this was regrettable for, although the life of such a type in the Sydney suburban services might not have been a long one, these could have been most useful locomotives for banking work on such grades as the Hawkesbury River Bank, and for the short distance coal train working in the Newcastle and Port Waratah area, and for heavy shunting yard duties, while they could also have been most advantageously employed, on the quite heavy local services that are now a feature of railway working around Wollongong and Port Kembla.

Editorial.

My years of live steam activity at West Ryde. It must be very satisfying and with a lot of pride for our three foundation members, John, Brian and Alan to look at the progress the SLSLS has made since 1948. These three members have worked with every other member the Society has had over the years to create the facilities that we enjoy today.

I hope that all members will join in the various activities that have been organised for our 50th Anniversary year to make this year of celebration one to remember.

John Lyons.

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Web Page Address: <http://www.pnc.com.au/~wallison/slsls.htm>

Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each

SYDNEY LIVE STEAM LOCOMOTIVE SOCIETY GARDENING ROSTER

Group No. 1 Leader. Alan Mackellar. Warwick Allison. Rex Barlow. Brian Kilgour. Barry Millner. Dennis Mulholland. Jim Mulholland. Vic Secluna. Peter Shiels.

Group No. 2 Leader. Bernard Courtenay. Ken Baker. Brian Carter. Vernon Condon. Jack Grierson. Maurice Haynes. Lionel Pascoe. Jeff Sorensen. Neil Sorensen. Paul Taffa

Group No. 3 Leader. John Hurst. Alan Cottrell. John Hurst Jnr. Jim Leishman. John Lyons. Peter Lyons. Bryce Peake. Mike Tyson. Martin Yule.

Group No. 4 Leader. Brian Hurst. Tony Eyre. Paul Brotchie. Graeme Kirkby. Matthew Lee. Ray Lee. Brian Rawlinson. Barry Tulloch. John Tulloch.

Group No. 5 Leader. Bill Richards. Wayne Fletcher. Frank Collins. Max Gay. Ron Larkin. Stuart Larkin. David Lee. John Noller. George Robertson. Henry Spencer.

If you are unable to attend your rostered day please arrange for somebody to swap days with you and let your group leader know.

Group Leader's Telephone Numbers:

Alan Mackellar. 9858 2768.
Bernard Courtenay. 9948 1380.
John Hurst. 9484 7731.
Brian Hurst. 9498 4215.
Bill Richards. 9874 3427.

1998.

Group 1 .May.
Group 2. June.
Group 3. July.
Group 4. August.
Group 5. September.
Group 1. October.
Group 2. November.
Group 3. December.

1999.

Group 4. January.
Group 5. February.
Group 1. March
Group 2. April.
Group 3. May.
Group 4. June.
Group 5. July.
Group 1. August.
Group 2. September.
Group 3. October.
Group 4. November.
Group 5. December.