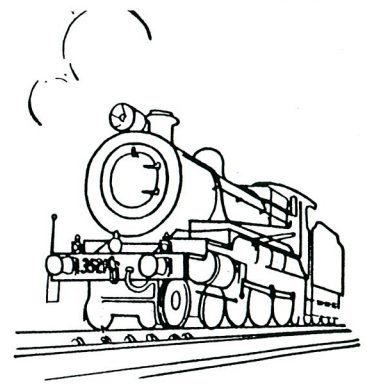


Allison

Sydney Live Steam Locomotive Society

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



'Newsletter'

Vol.28. No. 1.
February 2000.

Running Days.

November. Malcolm Sargent Charity Day.

This was a well attended afternoon, the weather was very good and we catered for 2500 rides .

The elevated roster provided four trains : Brian Carter, "Perseverance", three cars, Paul Taffa, "Hunslet", two cars, Jim Leishman, "Mountaineer" two cars and Ken Baker "Simplex" three cars. I think the Mulholland G.W.R. Pannier ran light engine. Jim Mulholland showed off the hinges and lamp brackets he is working on in conjunction with Denis for their 9F "Evening Star". Jim is machining these from the solid so that they match the spherical shape of the smoke box door, very smart machining !

Down on the ground level two trains on the outer were run by Ray Lee, C3803 and Peter Shiels, C3901.

The inner track , John Hurst with the "Mountain" hauled one train and was replaced later in the afternoon by Warwick Allison, "V" class. The "V" had been recently out shopped in black and all lights are fitted with LED's. The other train was powered by the usual combination of Henry Spencer , TGR "R" class and Max Gay, "Bitza". Barry and John Tulloch's locomotives D5037 and the "H" class were on standby in loco for the afternoon.

December.

The weather was fine and not too hot. There was a good crowd for the time of the year and a couple of birthday parties. We had a reduced service running but there were no problems. On the ground level Henry and Max were again in combination but for a change the "R" class was in the lead with "Bitza" running train engine. Warwick and the "V" class took a second train and Jeff Sorensen, C3142, powered a third train of three cars.

There was some interesting variety on the elevated track. The passenger service was attended to by Brian Carter, "Perseverance". Stuart Larkin had the "Atlantic" out for a run and Jack Grierson had his C38 running well. Late in the day Bernie Courtenay ran the ex Jack Esdaile 2 1/2" gauge "Princess". It was certainly strange seeing this small long locomotive ahead of the riding truck in place of the usual SMR 10 class, a good way to hone driving skills.

January.

Our first public running day for the year 2000 was also one of the few hot sunny days of the holiday period. It was a change from the cloudy weather that had persisted through the end of the old year into the new, the humidity was high, but that is expected. There was a reasonable crowd for the time of year with a number of birthday parties, one unusual sight was a very small ,lone, "Batman" at the entrance.

Ground level outer running was handled by Ray Lee, "S" class and Peter Shiels, C3901 each on their own train. On the inner track trains were hauled during the afternoon by John Hurst, Mountain, Henry and Max, the "R" class and "Bitza" and also Warwick Allison "V" class running with Stuart Larkin C35.

The elevated track had some interesting variety of running making good use of lever frame and the loop. Brian Carter, "Perseverance" ran three cars and guards van to start with. Brian was later replaced by Paul Taffa and "Hunslet". Later still Brian and loco returned to the track to double head with Paul. Ken Baker with "Simplex" also hauled three cars and a guards van at the start of the afternoon, Ken was relieved by Jim Leishman, Ps4. to finish the day. Jack Grierson took his 3 1/2" C38 for a few laps early in the afternoon. Some of the running plan was dictated by a shortage of staff, more locomotives and drivers than we had guards available.

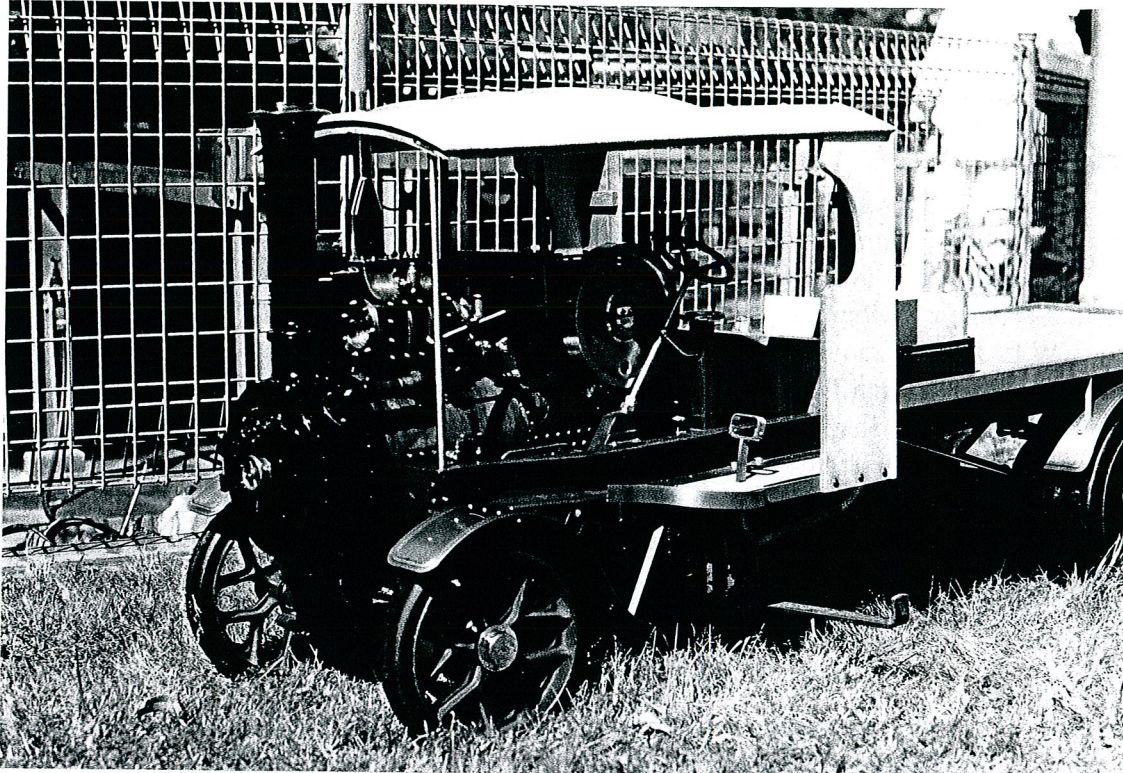
SLSLS Christmas Party and Run.

For the 1999 Christmas run we only had ourselves to entertain thus a much later start. There was a good roll up by late afternoon, the BBQ was fired up , some of us had a good Aussie BBQ feast while others opted for

a Chinese banquet. Some evening running followed, Allison locomotives, steam and electric, Brian Carter's 0-4-0, Henry's "R" class and John Tulloch's "H" class. A very pleasant evening with enjoyable company.

Foden Steam Truck. A report by Martin Yule.

Many members by now have seen my Foden Steam Wagon at the grounds, so I thought a few words about the engine may be of interest.



The Foden is a 3" to the foot scale model of the 6 ton C type steam wagon which was built by Foden of Sandbach, England up until about 1933. Though they were rated at 6 ton payload this was often exceeded by up to 100%. On the road they were capable of up to 30 MPH.

The model version was started way back in 1976 when I was just out of school, progress was slow, mainly because I didn't have much idea about Metal work as I had studied Wood work at school.

Drawings and some castings were ordered from England, and, it was about this time that I received a letter from Brian Niesche from Adelaide who was also building a Foden. He was making his own patterns rather than having castings sent from England. He offered to have castings done for me at the same time and sent them to me at cost. This turned out to be a good thing as the patterns and castings were first rate and also cheaper than shipping castings from England.

Once the chassis and front and rear axles were done I had a rolling chassis. A spanner was then thrown in the works as I was offered some parts for a 5" gauge D 50 class so the Foden was put aside for a while. I had finished the tender, engine frames, cylinders, wheels, coupling and connecting rods when I sold the engine as I needed the money. The engine is now finished and is often seen at the grounds as it is owned by Barry Tulloch.

Back to the Foden, progress was slow for many years, then a sudden burst of enthusiasm around 1993 saw good progress and the engine was steamed for the first time in June 1998.

The boiler is a locomotive type 6 1/2" O.D. barrel with 36 1/2" dia. tubes and the grate is approx. 5 1/2" square, the whole boiler is only about 18" long including the smokebox and is a very good steamer.

The engine is very different to a locomotive as the cylinder block is mounted directly onto the boiler with the crankshaft supported in the hornplates, which are an extension of the firebox side plates. Steam goes directly to the top of the cylinder block which acts as a steam dome and the regulator is there also. The engine is a double acting compound. Double D slide valves are used which means there are four ports in each valve face. Inlet ports are close to the ends of the steam chests which allows the ports to go straight into

the bores giving very short passages. The exhaust ports then meet up with a cavity machined into the cylinder liners and then either goes to the L.P. steam chest or exhaust. There is also provision for admitting high pressure steam to both cylinders for starting or for steep grades. The engine can also run on the H.P. cylinder only using the simpling valve to send the exhaust steam to the exhaust pipe rather than the L.P. steam chest. The crankshaft is fitted with double row self aligning ball bearings and the eccentrics run on 4mm x 4mm hardened roller bearings - 30 in each eccentric, both eccentrics and straps are hardened. Crossheads run in circular trunk guides attached to the cylinder block. Valve gear is stephenson link. Also unusual is that no drains are fitted to the cylinders and the exhaust is fed into a silencer in the smokebox, this is a 1 1/2" dia. tube by 3" long which has the effect of separating water and oil from exhaust steam and boiling it away, the blast nozzle is 1/4" dia. and a ring blower is attached to the silencer, this being controlled from the cab.

Steering is Ackermann type which is very direct and much better than chain steering found on traction engines.

Power is transmitted to the back axle by gears on splines on the end of the crankshaft which then mesh with other gears on a stub shaft fixed to the firebox side and supported on the outer end by a bearing mounted on the chassis this bearing also supports the outrigger bearings for the crankshaft.

Three speeds are available to suit whatever conditions are encountered. Running on grass usually requires 1st. or 2nd. speed, but running on concrete or asphalt surfaces 3rd. gear can be used. I have a speedo fitted and have achieved 22.5kph at Galston's newly surfaced track. Drive to the rear axle is by 5/8" pitch roller chain to the differential on the back axle.

Water is carried in a tank under the tray, the tank sits just behind the backhead and extends almost as far as the back axle and is about 6 1/2" wide. Boiler feed is provided by one injector and a pump driven from the crankshaft by a 2:1 reduction.

The cab roof was made of 3mm plywood cut into 3/4" wide strips and bevelled on the edges to make it look like tongue and grooved boards then calico was glued over the top of the roof and given four coats of paint. Cab back and tray body are made from Tasmanian Oak, 1/4" thick on the cab back and 3/8" thick for the tray back, tongue and grooved as the full size. The cab back and roof has a lift out section to allow easy access for driving.

Specifications.

Bores. 1 1/16" H.P. 1 3/4" L.P.

Valve gear. Stephenson.

Boiler pressure. 100 P.S.I.

Width. 21"

Front wheel diameter. 9 1/2"

Stroke. 1 3/4"

Speeds. 3.

Length. 70 1/2"

Height. 25 3/4"

Rear wheel diameter. 10 3/8"

Anniversary Book

There are still copies available. Cost is \$7.50. See Warwick or the ticket seller on running days.

New Years Eve

This event turned out to be more popular than was initially anticipated. There was plenty of steam with 'Perseverance', the 'V' class in its night time disguise and new white LED lights that never flatten the battery (yet), Brian Rawlinson's new 'Blowfly', and the last engine to be put into steam in 1999-John Tulloch's 'H' class. This together with not one, but two televisions playing your choice of children's video or the Sydney fireworks, a BBQ tea, lots of nibbles (thanks Sue & Liz), and the excitement of watching two Tullochs starve while they waited for their dinner hamper to arrive (booked on the wrong train), all added to the convivial atmosphere. The wet weather stayed away, and a delightful night was had by all who participated. Roll on the next time!

Membership News

Two new provisional members have been accepted by the Directors. Rolf Collet (prematurely reported last newsletter, in conjunction with a totally unassociated event-his marriage!) and Ted Snudden. We all hope their association with the Society will be long and fruitful.

Works Reports

Signal Box Painting

Allan Cottrell, Brian Hurst, Bryce Peak and other Wednesday attendees have infiltrated the Signal Box, following their grand performance on the seating. The Signal Box has been completely repainted inside and out and makes a lovely sight.

Fencing

At long last the fencing has been completed. Stainless wire has now been strung and tensioned along all sides and a very professional and unobtrusive result has been obtained. Hopefully this will end the rejoining of bits of nylon rope and, the replanting of temporary tomato stakes.

Track Work

Track work continues, like painting the Harbour Bridge. Barry Milner and Bill Richards have resleepered the ground level loco depot arrival and departure tracks. By the end of January this work had been extended as far as the connection to the ground level railway and included some ag pipe for drainage being laid between the track and the carriage shed, the usual weed mat, and a good covering of new ballast over the lot. The new arrangements should prevent weed growth in this difficult to mow area.

Elevated Signalling

Mick Murray has restored the deadend arm and lamp. These, together with the cast iron bracket, have been mounted onto the new home signal at the elevated platform following the addition of some mounting brackets. Impeccably machined by Bill Richards and welded on by Ken Baker. Mick followed up this beautiful piece of restoration with some smart pulleys and wire work that made it all work! The following running day saw this equipment being used to advantage-whether for a purpose or because it was there is hard to tell!

Ground Level Signalling

The band of light signals and the subsidiary shunt signals have been upgraded by the replacement of the industrial lamp units with yellow high intensity LED's. These give a very bright light, visible from the other end of the grounds in the case of No.45 signal and when extinguished show absolutely no colour so avoiding misreading. The unit used is a cluster of 4 LED's. So far only No. 7 signal remains to be changed out and this will be done when the gantry is installed. Speaking of which, two cantilevered gantries are under construction by Peter Shiels. One will replace the existing gantry for No.2 signal by a structure more aesthetically pleasing, and the other for signals 1 & 7, the post of which suffered recently from some strong vandals. The gantry will solve some clearance problems with the adjacent sidings.

Entry Path

By the time you read this the new entrance path is completed. Lionel had been slowly progressing this work, and a large turnout of members on concrete day had the concrete down in 30 minutes. Finishing it off with the edging etc. took the rest of the morning. There were (I think) 31 people present at various times on the 2 January, which was a great role up of members for the job. An impromptu BBQ sausage sandwich lunch was arranged by our own culinary experts and cooked by our own chefs and was enjoyed by all present. Many thanks to those who could only spare the morning and came down to lend a hand with the heavy part of the job (3 metres of concrete with 4 barrows). The second concrete morning, 12th. February, saw another good roll up for the heavy work, only 2.6 metres of concrete this time. Fortunately the weather was some what cooler than the previous day and the threatened rain held off. The plan is for a low (3) brick wall along the edge of the path where it adjoins the inner main to retain the ballast.

The path makes us an "Easy Access" Society and, as a large number of our patrons have strollers and some wheelchairs, should be appreciated by a large number. It also gives us an all weather entry. The recent council work has proven to be very poor draining and creates a soggy top soil layer when wet. Of course, in dry weather it will be exceedingly dry!

A secondary benefit will be a much improved running surface for Martin's steam truck or any other miniature road vehicles that visit our grounds.

Plants & The Grounds

A few shrubs have recently been planted in the areas that needed them, particularly on the bank above the elevated's retaining wall on the eastern side. Unfortunately, some advice received from our Treasurer following some detective work into the state of the pine tree at the elevated station, indicates that its days are numbered. Apparently the quicker they grow, the shorter their lives, and it is probably a sign of what is happening with the other pine trees in the grounds. The latest is that Council will remove the tree soon.

Meanwhile, John Hurst has also been steadily arranging maintenance on the mowers, which go much better for a bit of TLC.

Embankment behind the Old Clubhouse

At the February members meeting it was agreed to install interlocking blocks to retain the bank behind the old clubhouse. There is a fair bit of digging out to do, including the removal of some old privet stumps, but this work when completed will tidy up the area no end. The use of the blocks will be of benefit in the cramped work area and will permit the work to be done piece by piece.

September Olympic Run

This is being planned as a 2 day event on the 16 & 17 September. There is to be public open days on both days, an exhibition of members work & historic locomotives in the clubhouse, and an evening BBQ for members on the Saturday evening (and running into the night as you wish). Any overseas visitors here for that other event will be especially welcome. Hopefully we can invite some interest groups on the Sunday to boost the numbers and enjoy some scale train operation as well as the usual passenger hauling. Ideas are now being firmed up, so any contributions are most welcome!! Keep this weekend clear!

Auction!!!!

There will be an auction at the April meeting of two items donated by Trevor Collett. These are a clamping kit, and a magnetic base. Proceeds will go to a good cause. If you need one of these items, come along, you may pick up the item at a good price!

Members New Models

At last after a what seemed an eternity, some members have finished off some new models. Seen at the grounds recently included John Lyons's 19 class tender, a very fine piece of work. Brian Rawlinson's Blowfly ran very sweetly on the New Years run and only needs minor tune ups on some of the ancillaries, Mick Murray trialed his non steam locomotive that is very reminiscent of a Ruston type industrial shunter and is very nicely finished, and Warwick Allison managed to have a bolster wagon and a bogie open wagon ready for the New Years Eve run. As Brian Hurst can testify, the bolster wagon can carry a passenger (watch where you sit!). Mick Murray also has brought down a nicely finished 'Hudson Foundry' bogie complete with vacuum brakes and bowden cable hand brake attachment for a riding truck. Ken Baker has shown some pieces for his N & W 'J'Class. This is certainly big engineering.

Diary

19 February.	Public Running Day
26 February.	Lake Macquarie 47th Birthday Run
7 March.	Directors Meeting
18 March.	Public Running Day
4 April.	Members Meeting
8/9 April.	Maitland Steamfest
15 April.	Public Running Day
21/24 April.	2000 Annual Convention-QSMEE Warner Queensland.
2 May.	Directors Meeting
6 May.	President's Breakfast / Special run for Malcolm Sargent Kids.
13/14 May.	Kindred Society Day-Moorabbin Victoria
20 May.	Public Running Day & Next Newsletter
16/17 September.	SLSLS Olympic Run!
30 September-1 October	Model Engineering Exhibition Monash University, Melbourne.

Malcolm Sargent Kids Day.

May 6th. Following the President's Breakfast we will have the day for the children and their families. We will provide the grounds, the BBQ facilities, locomotives, rolling stock and staff, they will provide the rest.

For Sale.

Wayne Fletcher has on offer CNC machined 3 1/2" dia. wheels and axles.

Contact Wayne for details. 9626 5955.

Garden Roster.

- Mar. '00. J.L.Hurst, J.B.Hurst, A.Cottrell, A.Coucill, J.Leishman, J.Lyons, P.Lyons, B.Peake, M.Tyson, M.Yule.
- Apr. '00. B.Hurst, T. Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.
- May. '00. B.Richards, W.Fletcher, F.Collins, M.Gay, S.Larkin, D.Lee, J.Noller, G.Robertson, H.Spencer.
- Jun. '00. W.Allison, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, M.Murray, V.Scicluna, P.Shiels.

Gate Roster.

March. K.McMahon. April. B.Millner. May. D.Mulholland. June. J.Mulholland.

Editorial.

Looking back. Looking forward. This running day, 1999, saw the first of four running days of end to end operation made necessary by the drainage work at the southern end of the ground. When we look back to how things were during the progress of the work, hampered as it was by rain, it is great to see that things have almost all gone back to how they were. With the completion of the path and the intended brick retaining wall that part of the ground will look better than ever.

Looking further back to 1988 the weekend of the 15th. and 16th. October was rather special. The Saturday was the first day of the Richmond Bi-Centennial Air Show. Peter and myself enjoyed a great day at the Air Show and observing the special railway workings associated with the movement of the massive crowd of visitors. Sunday we were lucky enough to see L.N.E.R. No.4472 "Flying Scotsman" set wheels on Australian tracks. Graeme Kirkby has provided a record of his Bi-Centennial experiences, I hope you will enjoy these over the next few Newsletters.

Looking forward. Further consolidation and improvements to the grounds, new locomotives, roll on 2000.

John Lyons.

1988. Australia's Bi-Centennial year. Some Railway Events.

by Graeme R. Kirkby.

1988 was the Bi-Centennial year of white settlement in Australia and throughout the year there were many celebrations to mark that occasion. Numerous events were organised by the various Railway systems, and in N.S.W., many special steam train tours were run throughout the State.

As part of my own personal contribution towards the Bi-Centennial festivities, I made a large sign - "The Fish" to help recognise and identify Australia's oldest named train. Although basically it is just another inter-urban train, the name "The Fish", for the Blue Mountains commuter train has a long and proud history, the name originally manifested itself around the late 1880's. My father was a regular commuter from 1952, I travelled on it a few times during the steam era up to 1957 and again regularly from 1963 to 1966.

As a driver with the S.R.A. I drove the train from time to time from 1976 and during 1988, fitted my sign to the front of the double-deck inter-urban whenever I worked the train from Sydney (evening service) or from Mt. Victoria on the morning service.

Another very bold venture of a railway nature during that year was the planning, organising, financing and running of a Sheffield fettlers hand trike over the Transcontinental line from Perth to Sydney. John Cooper, a train controller at Sydney with a few determined friends were the inspiration of the venture. The event was to bring to the public's eye and to recognise the contribution by railmen and women of this great country of ours who have gone before us, their efforts in building the railway systems we enjoy (ed).

A support train was acquired and after much liaising with the various railway systems the long journey was commenced in Perth. To help finance the event, numerous souvenirs were sold and the general public Australia wide were invited, for a small fee, to become " Section Operators" and help pump the trike over a section of the journey, including the Nullarbor. I became one of those Section Operators.

The section I applied for was from Hazelbrook to Linden, not because it was down hill, but for sentimental reasons. I remember as a boy living in the district during the 1950's seeing the fettlers working on the track, riding their trikes uphill and downhill and living in their canvas tent homes beside the line.

My day as a Section Operator was Saturday 8th. October and at Hazelbrook at the appointed time I met the Key Operators in charge. I was surprised to see that the vehicle was not a trike but a four-wheel hand operated trolley, or quad. It seemed in good condition and appeared so insignificant a vehicle compared to the trains that cross Australia.

I was invited to jump down from the platform onto the deck (footplate) of the trolley and after introductions and instruction four of us set off for the next station, Woodford. It took some considerable effort to "pump" the vehicle into motion, but soon we were rattling down the mountain grades and through the deep sandstone cuttings. As the downgrade increased our momentum, it was time to let go of the pump handle as it started to fly, being permanently fixed through gearing to the axles. We had to hang on to a handle for safety and we seemed to fly at an alarming speed but one of the Operators had control of the footbrake and kept our speed within safety limits. We laughed and waved back to the amazed motorists passing by on the highway and to the spectators alongside the line. In what seemed like no time at all we were at Woodford. Here we had to lift the trolley off the line as a following Up train was soon due to pass. This train turned out to be the "Sheffield Conquest" support train in its bright eye-catching livery heading to Penrith for the night. Soon we were on our way again, winding down through the deep cuttings on the 1 in 33 grades. It was hard to imagine that some thirty years previously, the Fettlers and Gangers had used this method of propulsion as transport to and from their work site, loaded down with their tools of trade - and after a hard, hot day working on the track, might have to pump themselves UP the hill to home. Approaching Linden we travelled out on to the 50ft. high embankment and one could almost imagine being a bird flying through the air as the wind whipped through our hair and we gazed down into the gullies either side of the line.

As there were no Section Operators for the following section, I was generously allowed to continue to Faulconbridge, the next station. Half a mile from that place, the grade levels out and the four of us had to exert a little muscle before rolling to a stop at the Faulconbridge level crossing. After stepping down from the trolley I felt exhilarated after the exciting 7 mile ride but more than anything I felt that I had really been part of an historic event.

That night the trolley and its crew rested in Penrith and the following day proceeded to Sydney, arriving at the buffer stops at No.1 platform in the afternoon after a journey of 35 days and some 4,200 kilometres. Truly a feat of some historical significance and of human endeavour.

Bi-Centennial Steam.

Early in 1988, enginemen at Eveleigh depot where I was stationed learnt that there was to be a railway steam festival in Melbourne later that year as one of the many different celebrations around the country.

Along with steam engines from neighbouring states, a steam engine from England and possibly one from Canada would be coming to visit for a few months for display in Melbourne, and to tour the other states served by standard gauge rail. As time went by we learnt that the Canadian engine would not be coming but the engine from the United Kingdom would be No. 4472 "Flying Scotsman".

An original plan was to unload the engine in Melbourne but due to the apparent lack of suitable unloading facilities, the venue was changed to Sydney.

The landing date was Sunday 16th. October 1988, and on that day a good crowd of railway enthusiasts gathered on No. 24 wharf Johnston's Bay to gaze across the water to the ship "New Zealand Pacific" moored at White Bay container wharf, with a seemingly tiny but shining green engine stacked as deck cargo glinting among the scores of huge containers.

After waiting patiently we saw the huge floating crane "Titan" brought along side the ship and the long process of unloading the engine and tender began. It was mid-afternoon before the barge was brought to No.13 wharf Darling Island for the engine and tender to be lifted onto Australian rails. A considerable crowd waited in anticipation.

Our enthusiasm for viewing this engine perhaps can be understood by explaining a little bit of history. Apart from those who may have been fortunate to have seen "Flying Scotsman" in her native habitat, for those people interested in railway matters, the event of a strange engine visiting from the other side of the world is something in itself, but to see arrive in Australia an engine of the pedigree of "Flying Scotsman" was really something again. An engine about which we had heard so much, read about in books and gazed admiringly in pictures so many times since childhood, was now before our eyes.

And "Flying Scotsman" had a considerable history since entering service in the "golden years" of steam - the early 1920's. She had been the first engine in the world to be authentically recorded as reaching the magic 100m.p.h. in 1934 and for many years hauled the expresses including the non-stop "The flying Scotsman" train, the 392 miles from London to Edinburgh. To achieve the non-stop running, 4472 was later fitted with the ingenious corridor tender to enable the engine crews to be changed enroute, the second crew travelling as passengers on the train for the first part of the journey. Advantage was also taken for refilling the tender with water while at speed by lowering a scoop under the tender into a long trough of water set between the rails. Also certain cars of the train were of the articulated type for lightness and an improved ride. (See also the leading article in the May-June 1998 issue of A.M.E. for articulated cars in 7 1/4" gauge.) And we had read of her visit to Nth. America in the early 1970's and of how she was saved for preservation, the only A3 to be saved. Now, glistening under the Australian sky was the famous express engine of our dreams with the spokes of those big wheels twinkling in the sunlight.

During the unloading process, the engine was swung by the crane slowly and tantalisingly close to those of us on the top deck of the wharf and we examined closely it's more intimate parts revealed in the glorious sunshine. She was then lowered onto the rails on No.13 wharf. Volunteers were called to clean off the grease which had protected the valve and piston rods and slides from the sea air but which had attracted dust from a dry dust storm as the ship passed through the Suez Canal.

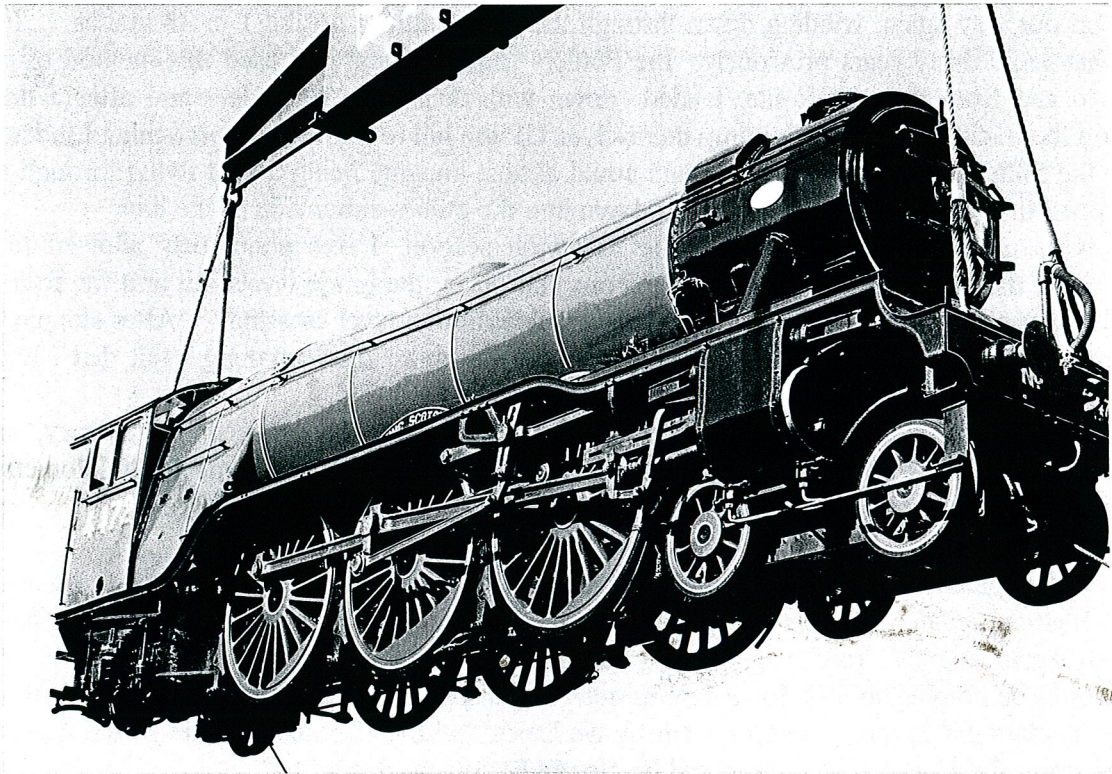


Photo. Peter Lyons

Soon engine and tender were coupled and SRA Alco diesel 4472 coupled onto the front and hauled our guest 4472 out into the sunlight for photographs. "Flying Scotsman" was then hauled dead, through the 6 chain radius curve off the wharf to Eveleigh and placed in the Large Erecting Shop where it could be prepared by it's support crew for steaming and ultimately, its journey to Melbourne for the Steam Festival

To be continued.

'Newsletter' is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.

Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shopping centre. Telephone (02) 9874 8696

Postal Address: The Secretary, PO Box 124 West Ryde NSW 2114

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

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