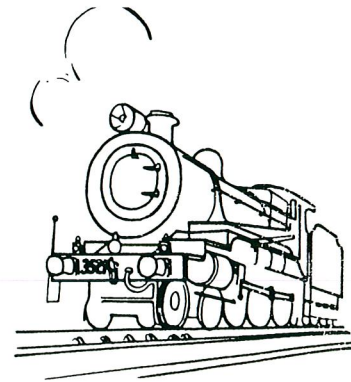


Allison

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



'Newsletter'

Vol.31. No. 1.

February 2003.

Running Day Reports.

November.

This was our day for the Malcolm Sargent Cancer fund. The morning dawned somewhat cool with a brisk southerly. Since the last running day, curtailed by a total fire ban, we had experienced many such days with the hottest spring weather for many years. Fortunately some changes moved through mid week with some rain and cooler conditions and the fire ban was lifted.

The afternoon started off very slowly, there were not the number of party groups we have been use to so there was plenty of free space.

On the elevated track we had a steady stream of passengers all the afternoon. David Lee ran his C.R. diesel shunter early in the day but stabled it when the serious running was under way. Mick Murray, with "Tinkerbelle" hauled two cars and a van and travelled a distance of more than 14 kms. during the afternoon. Mick had used a different petrol mix and with the cooler weather the locomotive ran without any trouble for the duration of its roster. David Thomas, B10, 2-6-0 steamed with two cars and a van right through till the end of the day. Jeff Sorensen, C3142 4-6-0, ran on the elevated with two cars for a short time then transferred to the ground level and spent the rest of the afternoon double heading with Barry Tulloch and oil fired D5902.

Down on the ground level there was some variety in the locomotive roster. On the inner we had a Lee family combination with C3506, Matt and C3112, Ray at the regulators. The second inner train was hauled by John Hurst's 4-8-2 mountain with both John L. and John B. in turns at the regulator giving the locomotive a good work out. On the outer one of the trains was petrol powered by John Hill's 4469. John has been a rather regular driver on our running days and had been specially invited in case of a fire ban and was presented with a club shirt in recognition of his services. 4469 was replaced later in the afternoon by the Tulloch, Sorensen combination, D5902 and C3142. Max Gay "Bitza" and Peter Shiels C3901 ran the second outer train.

The afternoon gave a total of 1785 rides and the five assistants from the Malcolm Sargent Cancer Fund group seemed to have enjoyed the experience helping out for the afternoon.

December.

This was a reasonably pleasant summer's day and with Christmas approaching many people must have had too many things to take care of to spend the afternoon at our grounds. This gave us a very easy afternoon for a result of 680 rides.

There were two trains running the ground level system. The two John Hursts gave the 4-8-2 mountain, a good run on the inner and were replaced by late in the afternoon by Bernie Courtenay with his SMR 10 class. Max and Henry, "Bitza" and TGR R class had an easy run on the outer track.

There was more variety on the elevated. Mick Murray had a good run with "Tinkerbelle" hauling two cars, as did David Thomas 2-6-0 B10 also with two cars. Brian Rawlinson, "Blowfly" and Brian Carter,

“Perseverance” ran a fair number of cars early in the afternoon. Jim Leishman’s Ps4 had some trouble early in the afternoon. The union nut for the water delivery pipe to the axle feed pump had suffered a very strange fatigue failure, the ring of brass that held the cone in place had punched out allowing the pipe to come away. A bit of work with some wire had the delivery pipe back in place and all went well for the rest of the day. Ray Lee had his C3112 up on the elevated for a few laps and later in the day coupled up to four or so cars. C3112 ran on the elevated into the early part of the evening with a number of drivers at the regulator.

The day was rounded off with a BBQ for some members and Chinese take away for others, a very pleasant way to end the public running days for 2002.

January.

A total fire ban day, 42 C in the shade at my place at Seven Hills at about 12.30pm. as I left home for the grounds. We were not able to offer any services so the few visitors who spent some time at the grounds were entertained by Zac Lee taking David’s Ruston for a few laps. Stuart Larkin was there to wish us farewell as he was flying out on the following Tuesday for London and a considerable reduction in temperature. There were some visitors from the U.K. from the Eastbourne Miniature Steam Railway, (a 7¼inch gauge railway in the UK) they had trouble comprehending the fact that our grounds were built on a watercourse. They left, with Warwick, four little books, written by Christopher Awdey in the style of the “Thomas” stories about their railway. These are quite entertaining and are only the second set in Australia. Well worth a look.

As the afternoon wore on most members headed off for cooler places.

On the way home I noticed that the footpath slabs on Victoria Rd. between Wharf Rd. and Hughes Ave. had buckled in many places, on reaching the air-conditioned comfort of home I heard of the 45 C temperatures and understood why this had happened.

Running Days

To be clear to all on what happens when the running days are a bit uncertain, we are obliged to open to the public, and this is important to keep faith when a lot of people have arranged parties and the like at the grounds. The only time the gates would remain shut is if there is some safety concern (like flooding!). If conditions are unfavourable we may not charge for admission, but we should do all we can to operate a service, and we will still charge for the rides. On fire ban days, non-steam locos are welcome (in fact essential to our operation!). On wet days, remember it rarely rains at the grounds, so even if it is raining at home, put the loco in and come down for a run!

Comment on Running Day Activities.

Following the publication of the “leaked” report of the failure of the two Tulloch Baldwin locomotives in the November Newsletter I received the following observation.

Dear Sir,

Regarding the leaked “bung” to drivers Tulloch B and Tulloch J, and the failure of J486 on West Ryde Bank, may I say that I was taking engine numbers at West Ryde on that day and witnessed the incident. Whilst it is true that the “Big J” was travelling fast down the bank, I would not say “recklessly” fast, as in any case, this particular engine has been fitted with specially balanced driving wheels for passenger work. The seizure of the right hand crosshead was probably due to the fitters at Homebush loco doing too good a job in trying to rectify the casual fits of the original builder. I have subsequently heard that she has been “unlaced” a bit.

As regards 5902 and trouble with sooty tubes, this is an ongoing problem at West Ryde due to the prohibition on sanding tubes on West Ryde Bank, following complaints by residents concerning fallout, ruined washing etc. The only solution appears to be conversion to coal burning as with sister engines, or as a stationary boiler at Homebush Loco. Lastly, there appears to have been an improvement viz. the problem of lateness of Homebush crews on Saturdays. Over the years, despite the best efforts of callout staff, Homebush Loco has suffered a reputation for turning out engines late on Saturdays. However this has been due in part to the large number of superannuated steam engines on its allotment, and the consequently high workload placed on

the part-time fitter and his apprentice. Perhaps a couple of full-time steamfitters could ease the situation, there being no plans to dieselise Homebush.

Yours faithfully,
"Railfan"

SLSLS E-mail List

Now we have an e-mail group of 32 members! This is certainly a good proportion of the membership. I am occasionally asked how to find out the e-mail address of other members. If you open up the last e-mail you received (ie double click on it), and then select the name you are interested in by right clicking on it, a number of options will be open to you. You can select 'Properties' and this will display the address, or alternatively you can select 'Add to Address Book' which will automatically add it so you can use it later. It's a good idea to use the latest e-mail as addresses do change.

Anniversary Book, Club Shirts & Name Badges

There are only 3 club shirts left at \$27.50 each. The shirts are; 1 small polo, 1 medium long sleeve Chambray and 1 XL long sleeve Chambray. These will be the last for a while, so if it's your size take the chance and stock up! There are nearly enough names for a name badge. Place your name on the list on the notice board if you want one. There is also a shirt list. Orders will need at least 10 of each type (sizes can vary) before a new order is placed.

Loco & Rolling Stock News

Henry Spencer's Shay, Warwick Allison's V Class, and Andrew Allison's A10 boilers have all been (finally!) hydrostatically tested, stamped and approved. With the addition of Ken Bakers J Class boiler this is a very pleasing splurge of boiler building. Barry Tulloch caught the bug also and has produced with the help of John, some nice CAD drawings for a K class boiler, which we hope to see appear in metal pieces soon.

Ken has also shown us his J Class cylinder fabrication in bronze and most recently, his exhaust piping for the cylinders. This appears to double as a work of art! Ray Lee has been tinkering with his 3112, and it was last seen galloping around the elevated. Will this be a regular route? Also seen are some pieces for David Thomas' South Australian 620 class. It is understood the frames are currently being profiled, so that will give him something to attach all the bits to!

At the Christmas party in December Roger Kershaw brought along a very fine O (Z23) class 4-6-0. This certainly occupied the gaze of many members! It seems to owe something to a local Orange influence who accompanied Roger and the loco!

Membership News

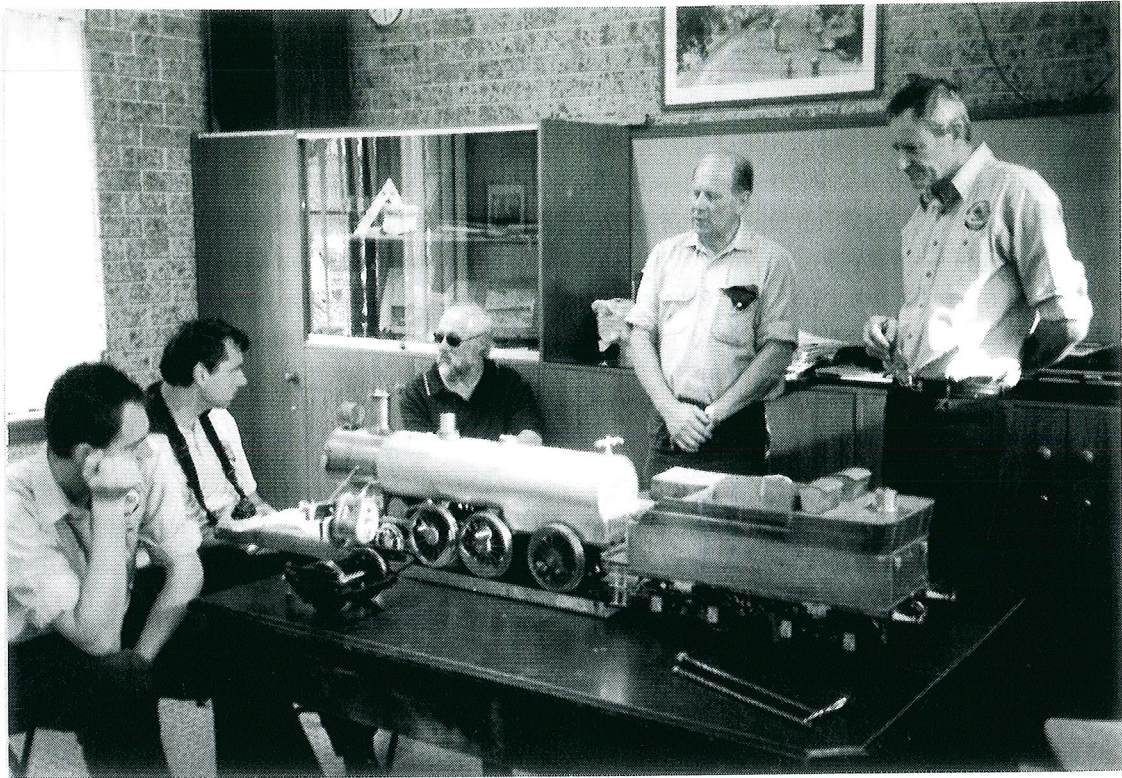
Neville Amy was elected to full membership at the February meeting. Congratulations Neville, we hope your involvement in the Society is long and enjoyable!

Presidents Breakfast and Sick Kids Day

This pinnacle event of the SLSLS calendar will be held on 3 May 2003. Come down as early as you can and tuck into a hearty breakfast of sausages, eggs, bacon, onions and toast. The helpings are generous and the atmosphere is great! If you arrive after 8am, there may not be any left, so get in early! Our breakfast will be followed by our day for the Malcolm Sargent Cancer Fund families. They go to a lot of effort for the 3 hours or so the event covers. The kids have a great time and so do the members! Bring your locos to give them rides, and have a great day!

Interclub Visit

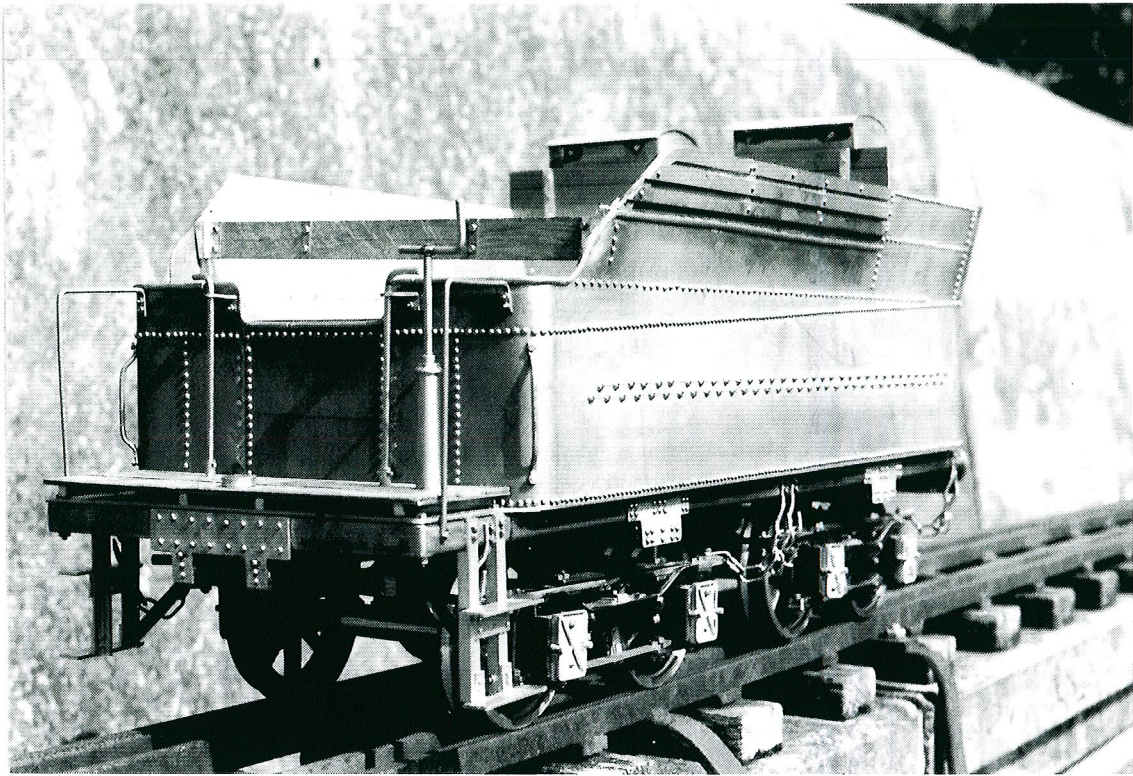
This time it is SLSLS's turn! It was 1995 since we last hosted an Interclub, and it's on again on 31 May 2003. This should be far enough away to avoid the fire bans, and judging by the day at Blue Mountains last



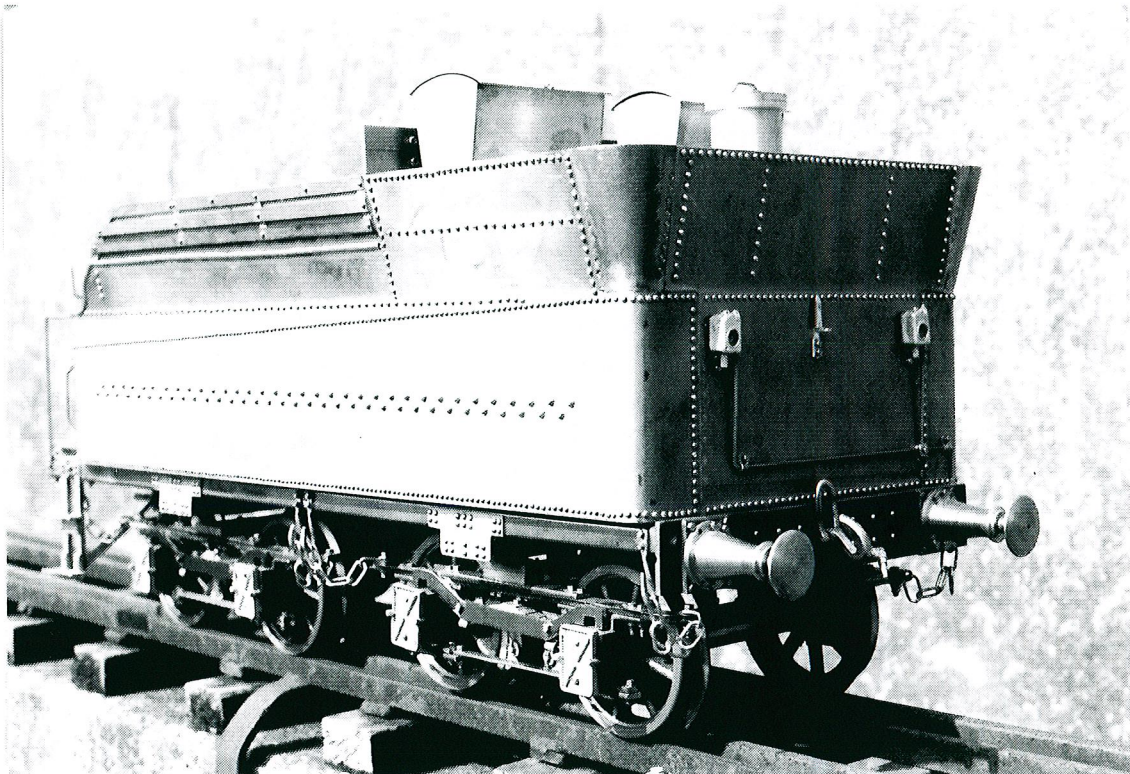
Above. Roger Kershaw's O class locomotive and tender being admired. In the foreground is David Thomas' 620 class rear truck. From left: John Tulloch, Mark Gibbons, David Thomas, Roger Kershaw and Barry Tulloch.

Below. Barry Tulloch and Ray Lee with C3112 on the elevated.
Both photographs Warwick Allison.





Above and below. These two photographs taken by Mark Gibbons capture the excellent detail and workmanship that we have come to expect from Barry Potter. The Baldwin tender for Roger Kershaw's 4-6-0 O class.



For Sale: 25 litres of Nuwood Boiler Disencrustant. An ideal boiler treatment for that steel boiler, or if you own a big old establishment, for the central heating system! Never opened. A life time supply. \$70. Ring Warwick Allison 4739 5921

Give Away.

John Hurst, sen. has an air compressor, 100psi. ,1/2 HP motor, new starter needed, tank 5' long, 11" dia. Yours for free, talk to John if you are interested.

Whistles.

Following some discussions about the wisdom (or otherwise) of communal use of whistles, members are requested to obtain their own whistle (I am referring to the Acme Thunderer type!) so that they can blow their own whistle at the times the whistle needs to be blown! Apart from this, we should have some alcohol wipes available in the Signal Box if you need to use a club one.

Diary

21-23 February	Lake Macquarie LS 50 th Birthday Weekend Celebrations.
4 March	Directors Meeting
15 March	Public Running Day
1 April	Members Meeting
18-21 April	AALS Convention, Penfield South Australia
19 April	Public Running Day
3 May	Presidents Breakfast and Sick Kids Day!
6 May	Directors Meeting
17 May	Public Running Day and next newsletter
31 May	Interclub Visit at our grounds!
7-9 June	Hot Pot Run Illawarra Live Steamers.

Garden Roster.

.Mar. '03.	B.Hurst, T.Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.
Apr. '03.	H.Spencer, G.Croudace, W.Fletcher, M.Gay, D.Lee, B.Muston, J.Noller, P.Sayer, A.Allison.
May. '03.	W.Allison, N.Amy, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, M.Murray, S.Murray, V.Scicluna, P.Shiels.
June. '03.	B.Courtenay, K.Baker, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa.

Gate Roster.

March	Ray Lee.	April.	Matt Lee.	May.	Jim Leishman.	June.	John Lyons.
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Editorial.

A special word of warning to "Railfan"
The Glenreagh Mountain Railway web site carries an article by a Don Phillips in the Washington Post of the 15th. November 2002. To cut a long story short a rail enthusiast was photographing and recording freight train movements from a disused signal box at a busy junction near Fort Worth, Texas. This activity led to him being interviewed by two police officers, their superior, a detective from the Terrorism Task Force and the FBI! He was also asked to sign a declaration agreeing not to frequent that location again. So much for an afternoon's trainspotting.

Drivers have been requested to report people watching their trains as the authorities are worried that groups such as Al Qaeda may make attacks on railroad infrastructure.

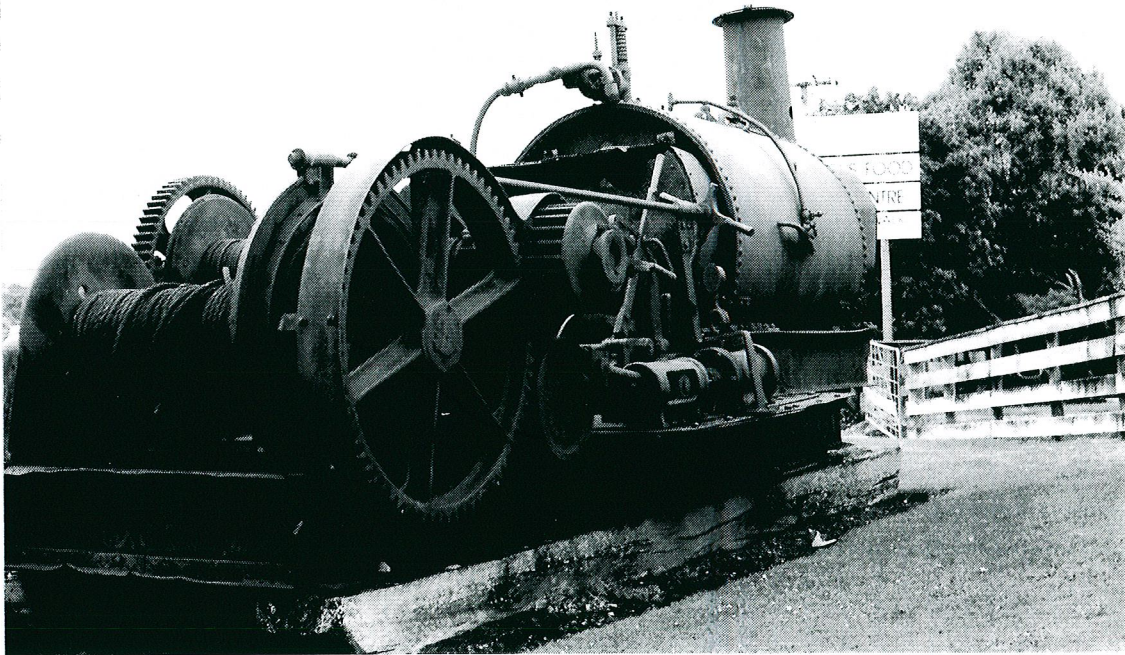
At least no one was arrested unlike the English plane spotters in Greece some time back.
The enjoyment seems to be taken out of lots of things that once were just considered eccentric behaviour.

John Lyons.

New Zealand. North Island.

A holiday report, John Lyons.

Early in January Diana and I spent just over a week on a coach tour of the North Island of N.Z. You go touring to see things that you do not see at home. Yes, we saw more rain than we had seen in the last twelve months. Apart from that I enjoyed the trip, as there were some things of interest that I did not expect to see. We departed Auckland, in the rain, early on a Monday morning heading north to the Bay of Islands. The lunch stop was about 140km. away at the Kauri Museum, Matakohē. This museum was a very well put together tribute to the Kauri forestry industry, which has been a major source of revenue for the country for many years. Forestry is still a major industry but relies more on plantation radiata pine and oregon. The bus stopped right near a Log Hauler, self contained steam winches on fairly solid sled bases that could be dragged into position to haul rather large logs out of the forests to more suitable transportation methods. The details of the one shown in the photograph are as follows.



It was last used in 1961 and was manufactured by the Whangarei (pro. Fangaree) Engineering Company in 1913. The boiler was from the company of J.J.Niven of Napier, the twin 8" cylinders developed 13.5 HP at 120 PSI. Inside the museum there was a second log hauler fitted with a vertical boiler and having the cable connected to a huge log on two four wheeled trucks standing on light narrow gauge timber tram way track. (either type would make a very nice scale stationary model. There was an excellent steam sawmill recreated with different types of saws that could be driven by a very large portable engine. This portable also provided steam for at least one other smaller steam plant. The kauri and swamp kauri (logs rescued from swamps) had been used extensively for boat building, fine cabinet work and pattern making, there were magnificent examples of all of these on display. An exceptional collection of photographs covered the industry, the people and the transportation methods from the very earliest times. Another interesting feature was the display of items made from kauri resin. When the tree suffers any damage the wound is sealed by the resin

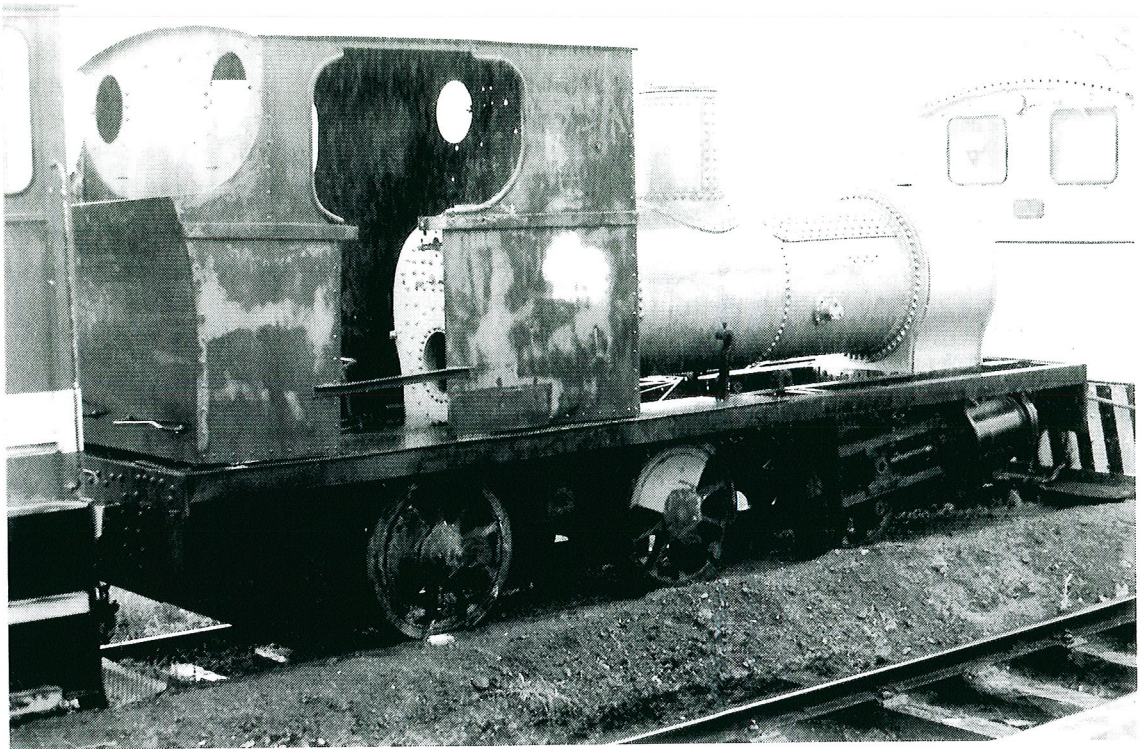
produced by the tree its self, this resin, in some cases hundreds and hundreds of years old has been dug up and put to many used both practical and ornamental.

The next day was spent on the water in the Bay of Islands, the sun almost shone, the clouds kept rolling in but there was no rain. Leaving the following day, in rain, the coach first drove to Opuia, the deep-water port for the Bay of Islands to refuel. As we came down to the settlement a very tall black mast stood out at the wharf, the coach driver was curious and suggested that while he was filling the tank someone may like to go and see what craft it belonged to. The rain was heavier than ever now but I was curious as well and with a railway line down the middle of the street I wanted to see where that went as well. The yacht was none other than the Sydney-Hobart line honours winner "Alpha Romeo" otherwise known as "Shockwave" owned by Rob Creighton of Auckland. It had not wasted any time crossing the Tasman Sea after the race. The railway line finished on the wharf and was once the northern most point of the Nth. Island main line. It was or maybe still is the top end of the Bay of Islands Vintage Railway. The southern end of this venture was our next stop for morning tea, Kawakawa. The railway line runs, almost in the middle of the main street, and we had coffee at the "Train spotter Cafe" opposite a very elaborate, specially commissioned public toilet- had its own brochure.

This was about 300 metres or so from Kawakawa Railway station and some of the locomotive and rolling stock were stored there. See photographs.



Continuing to head south we followed the railway line and as there were several level crossings the coach driver explained the rules for busses and cars. He then went on to describe a trip he had behind a preserved locomotive, I think a KA, and a ride in the cab on the same trip. I thought this was good, he has a few clues about these things so I asked him if he knew where the South African locomotives were that were imported to N.Z. only a few years ago were. To my surprise, yes he did, and what was more he had seen them on the wharf in Auckland at the foot of the hill from where we were staying and they are not far from the hotel. He gave me a lend of a map and in the late afternoon, and the rain, I set off. It did not look too far on the map but it was first down hill then up a hill, steeper than William Henry St. in Ultimo and about three times as long. Over the main road at the top of the hill and down to the railway tracks, not fenced, so access was easy. Carlaw Park, of rugby league fame was to the right and the New Zealand Steam Trust Shed was to the left. With no one at home the best I could do in the rain was to try and look in the windows. I saw much of



Above and below. Some of the locomotive collection at Kawakawa Station of the Bay of Islands Vintage Railway.

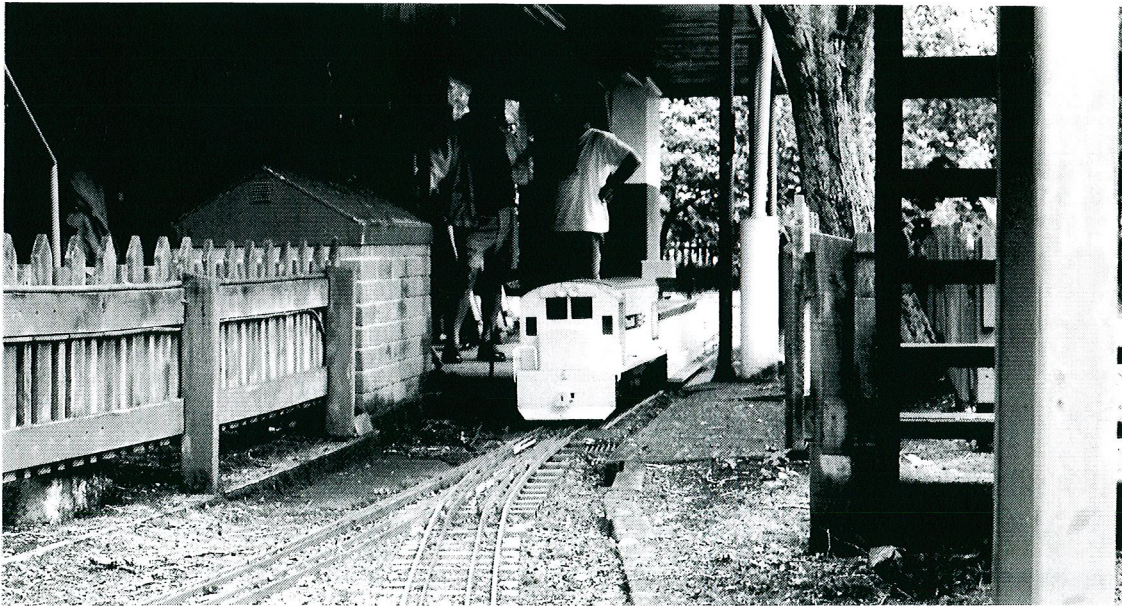
All New Zealand photographs John Lyons.



the work shop equipment and through a gap in the partitions I caught a glimpse of the smoke box and part of the front engine unit of a S.A.R. Garratt GMAM 4-8-2-2-8-4 No. 4088, there were two of the big 4-8-4 25NC's in there as well. So close but so far.

After Auckland our next major stop was Rotorua. Peter's wife, Sharlene, had spent time in N.Z. as an exchange student, and so we had arranged to meet up with her exchange parents. They had worked a dairy farm at Otorohanga and had a holiday cottage at Holdens Bay on Lake Rotoura. On the way to Holdens Bay we came across the Te Amorangi Museum not far from the holiday cottage. This was a great surprise, there was a wonderful collection of vintage farm, dairy and timber cutting machinery, a variety of stationary steam engines, some running from steam supplied by a wood fired boiler. A very large 1894 vintage traction engine was in running order but not in steam. The original boiler – firebox had been gutted and a new Briggs type boiler fitted inside. I just can not remember the make; it was not one of common brands. A house on the property was fitted out with all types of vintage household appliances and in another building an old telephone exchange was being restored.

Around the perimeter of the grounds a multi gauge track, 7 ¼", 5" and 3 ½" was operated by the Rotorua Society of Model Engineers. The multi gauge point work was very well made but the track section was lighter than that used on our ground level railway. I do not think that the 3 ½" gauge had been used for some time. I had a ride behind a 7 ¼" gauge main line diesel outline locomotive powered by a petrol engine. From the covered station area the track joined the main line, ran through a tunnel then followed the property boundary. On the way round the track passed open grassed areas and a rain forest with lots of ferns, shrubs and flowers. A watercourse with a torrent of the clearest water you could wish to see was bridged in two places. (they had a lot of rain in the past two days but at this time while dull and cloudy it was not raining.) Out of the rain forest the track crossed the main entrance and passed a large collection of vintage farm equipment awaiting restoration. The train stayed on the main for another circuit then pulled into the station loop. Points were operated by the driver from remote levers well in advance of the point blades. This place had been a real treat.



On Sunday morning, before the rain started again, I walked to Wellington Terminal Station and saw a couple of their commuter electric trains arrive and depart. Walking back to the hotel, along the waterfront I came across a steam powered floating crane, similar too but not as big as "Titan" we remember from Sydney Harbour.

The scenery of N.Z. Nth. Island was very impressive but in sunlight it must be truly spectacular.

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/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