

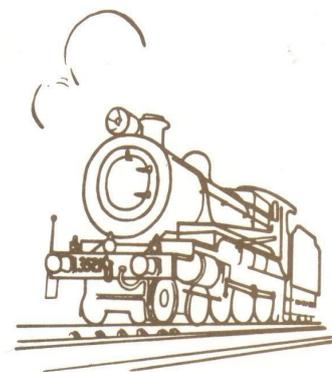
Sydney Live Steam Locomotive Society

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

'Newsletter'

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Ray Lee attends to 3112 while Max Gay stokes Bitza and David Thomas collects the tickets at the inner main station.

Running Day Reports

November 2004 Running Day.

When my daughter, Catherine, started plotting her wedding, I had only one requirement "not a third Saturday". This was adhered to but then someone on the edge of the family circle picked the 20th November. This wedding was not till 4.00pm so I had time to be at the grounds to distribute the Newsletter. I was accompanied by Jim Crew, now Cath's father in law, who is interested in model railways and has known some SLSLS members for many years (small world).

Jim spent some time in the signal box watching how we run things. Warwick has provided the report for this running day.

It was a dull day but the rain stayed away and conditions were quite pleasant for running. There was a general shortage of locomotives as will be revealed! It was the Malcolm Sargent charity day and the girls were on hand to assist the ticket and gate attendants. On the elevated we had Jim Leishman on 5 cars, with the Ps4 barking - lovely! Jim had had a hydrostatic test in the morning and managed to get it all back together for the afternoons

steam test and then running! Jim also noted that the locomotive was having some steaming problems, missing its usual char. Brian Kilgour with Nigel Gresley double headed with Ken Baker and Simplex again on 5 cars and this was the total train running on the elevated - fortunately with all cars in use.

On the ground level, Ray Lee and 3112 teamed up with Max Gay and ran on the inner main. These two little locos had a tough time with the big loads, but battled on and ran a good reliable service. I made it onto the track with V 1224 but a steam leak plus some dodgy pumps, and injectors meant no revenue train was hauled. It was quickly back to the loco depot to try and put some things right, but in the end, it was drop the fire and load it all back into the trailer.

This meant that Ray and Max battled on alone with long queues.

On the outer Henry and the R ran on a set all alone (we haven't seen that for a while!) and ran well all afternoon.

On the second train, John Tulloch 2904, and Barry Tulloch 5902, ran for while until burner problems forced them back to loco. With only 2 trains running now on the ground, queues were getting longer! Barry solved his problem and they returned to run efficiently for the rest



Vernon was assisted in selling tickets by a Malcolm Sargent Cancer Fund helper on our charity day in November.

2 hauled three cars and a van and after a spell in the loop reduced the load to two cars so Paul Taffa could run a one-car train. Paul started mid afternoon and ran till the end of the day. The other train was of five cars and a van and was under the control of Ken Baker with "Simplex" and Brian Kilgour with 2-8-0 "Nigel Gresley". Greg Croudace 3½" 4-8-2 QR tank locomotive ran pilot engine with David Thomas B10 2-6-0 on a two car train. This was Greg's first run in revenue service and performed well for most of the afternoon. All locomotives seemed to steam well with the regular char diet after some steaming problems with the coal supply the previous running day.

David Lee had the Ruston in loco and ventured out on to the outer track for some revenue running. The Tulloch

of the afternoon.

As well as these troubles there were some spills and Liz patched up 2 who were entered on the book.

There were also a couple of signal problem that didn't cause too much trouble, being attended to fairly efficiently by Mark Gibbons. In the end we gave 1856 rides which was down on the average as one might expect.

December 2004 Running Day

The first running day of the 2004 – 2005 summer season was very pleasant weather wise, not over hot with a slight breeze, but the shade however was the preferred place to be. For December the crowd seemed to build up to a level better than average for this time of the year. There were a couple of big party groups but Andrew Allison, gatekeeper, had a rather easy afternoon. We carried a total of 1255 passengers for the day, not a bad result for December. For the 2004 running days we gave a total of 27,291 rides.

There was some rather different running through out the day. The inner ground level had the big 1½" scale power with Warwick, V class, on one train and Henry and the R class on the other. On the outer track young John Hurst ran the 4-8-2 mountain while the second train was hauled by the unusual pairing of Max with "Bitza" and Ray Lee with C3112 tank engine. Before C3112 was on the track Max had run the train unassisted with the loading limited to three cars, this was handled quite well. Brian Rawlinson steamed his "Blowfly" but returned to loco after a spell in the sidings.

On the elevated Jim Leishman Ps4 4-6-

locomotives stayed in the ute.

Brian Kilgour showed off the chassis of one of the new elevated carriages he is working on. They are well designed with some very attractive welding displayed.

With the heat there were some problems with expansion on the elevated. First we had trouble with the stub points leading to the carriage shed, then the swing bridge over the elevated to the unloader and even the unloader itself at the transfer to the ground level round house.

On the matter of fuel we were offered some fine coal from the Heritage Steam Museum (Lady Hopetoun) and John Tulloch kindly collected some for us. The source of the coal is unknown but our coal sleuths reckon its Lithgow. It certainly has plenty of heat and except when a new fill is made, or its stirred up a bit, not much smoke. There is a fair bit of ash residue, and some clinker as well if you are lazy on the raking. Small



Dianne, Liz, Bernadette and Joy with the latest helper James William Lee all ready for the December running day.

ashpans did not cope well. The general opinion is that it is OK and we could probably use it in with char to extend its life and lower our costs! (It comes at an extremely competitive price!)

Before the running day there were a number of points problems, one of which was discovered to be the machine half full of water! There were also a couple of small problems during running, but nothing to drastically affect the day.

Following the running day a members post running day Christmas tea was had by just over 20 members who remained behind. This was a sumptuous feast, BBQ'd expertly by Martin Yule and the girls provided salad and desert. Thanks girls it was a great night!

January 2005 Running Day

Fortunately the day did not reach the extreme temperature of the previous day, at home at Seven Hills the thermometer reached 42C in the shade



Andrew Allison and V1224 waits for a freshload at the inner main station.



Mark Gibbons fixes a point problem with the usual crew of supervisors before the December running day.

early in the afternoon. It was good to find something to do inside the house as the workshop was like an oven.

January running days are usually reasonably quiet and this one was no exception. Warwick had a very leisurely time as gatekeeper. Shoe inspection was easy but with the heat there were some uncovered toes. There were some party groups who took up the shady areas very early but there was plenty of shade left for whoever wanted a spot to cool off.

Overall 1024 rides was a pretty good result, pushed up by the party groups. Bernie described this day as a Branch Line Day! This number is only 50 less than the average January day.

Jack Grierson was first on the track to give his 3 1/2' gauge C3806 its first run in quite some time. As it was some time till the passenger service began Jack had the right of way for a very good run. The passenger service was provided by Ken Baker, 0-6-0 "Simplex" and Brian Kilgour, 2-8-0 "Nigel Gresley" at the head of five cars and a guards van. David Thomas, 2-6-0 B10 joined in with one truck a little later. Jack came off early and was soon followed into loco by David to give his fire a clean out. When David was back on the track Ken and Brian stabled their train in the loop for a crib. This was cut short when David was forced off but he did return late in the day for a spot of driver training. Ken and Brian returned to the track and as the patronage eased off they were able to have an early finish.

On the ground level John Tulloch ran the J class on a three-car train on the outer. Paul Gray (Newcastle) relieved John for some of the later laps. The outer main trains seemed a bit more lightly loaded than the inner main -that bridge is still an attraction!

Barry Tulloch kept D5902 in loco; it was not fired up as



A relief kiosk crew for the January running day with Dianne, Sue, Jane, Wendy and Jennifer servicing the crowds in the January warm weather.

the loading did not warrant it. The second train on the outer was six cars and van hauled by the usual Max and Henry pairing, 0-6-0 "Bitza" and 4-6-2 TGR R class.

Andrew Allison was at the regulator of 4-8-2 WAGR V1224 on one of the inner trains, Ray Lee made a late start with C3803 on the second train. Andrew and Ray took turns to have a break in the shade and train loadings were only average. Ray was using the blue set for the first time after Mark Gibbons had maintained the brakes. He said that when he applied them he ended up in the cab!

They had with them 3239 plus the unpainted but largely complete O-446 class. This would be the first 23 class in existence. Brian Muston also had a CHG brake van (a very nice one) too! The Murrays ran Virginia, Henry had his R class, Max had Bitza, John Tulloch had the J, John Hurst jr had the King, Peter Sayers had Simplex, and Warwick had the V, rejuvenated after its minor repairs after the last running day! David Lee's battery Ruston and the GE tram were also out in force giving the kids lots of fun. David Thomas took the opportunity for a boiler test on the B10 by the maestro Barry Potter himself, and following the steam test he gave it a run as well. I think this totals 10 steam locos and 2 battery

locos! - an excellent effort!

The battery locos, the R, the J and the V ran into the night. Warwick was the last to leave finally locking the gates just before 10pm.

Everyone had a great time, with the almost perfect conditions. Brian Muston provided some party lights to add flavour to the night!

Thanks to the members who attacked the growth with the mowers to make the grounds more presentable for tea!

New Years Eve Run

About 15-20 or so people gathered at the grounds



Greg Croudace's newly painted 4-8-2T



Roger Kershaw's NSWGR O 446 class (Z23) seen at the Christmas Party. A lovely job.

for New Years Eve. There were 5 locos in attendance too! These were Warwick's V and GE tram, Brian Rawlinson's Blowfly, Brian Kilgour's Nigel Gresley, and John Hurst's newly acquired Nigel Gresley on its maiden trip under new ownership. It certainly passed it's high speed test!

Brian Kilgour also brought down his collection of Victorian E class locomotive (complete with cobwebs), to make sure the wheels still go round!

Brian Muston tried out his new video phone (in colour!). It was surprising to see how this worked in low light!

Loco running continued until after 9pm. The 9pm fireworks were seen on TV following a BBQ which was had by most and it would seem that all were home for the midnight display.

What's Doing!

150 Years of NSW Railways

The Society is planning an event on 3 & 4 September 2005 to celebrate this occasion. The web site has been updated with details. The event is linked to the NSW 150 Years RailCorp site with details of all events. Recently the Daily Telegraph published a calendar of events and we were included, including our logo and details of the Society. It was great to see the Society's logo amongst all the other logos of supporting groups. The format will be two days of public running days, 10am to 4 pm. There will be a display in the clubhouse. Public running will be as per demand, but at least one passenger train should operate on each railway. This will leave space for various NSW theme trains to operate, including scale rolling stock. We will issue a

written invitation to those friends who may be able to assist us in enhancing the NSW theme. This is not an interclub or invitation type event, but more akin to a normal public running day but run with a special theme. There will be a BBQ tea on the Saturday night to celebrate the event and thank our invited guests! As it's a birthday, should we have a cake?

Membership News

Congratulations to Robert Smithers who was accepted as a full member at the

February Special General Meeting. We hope your time with the Society will be long and enjoyable!

For Sale

Bernie has a half ton chain block and beam runner for sale \$50.

Loco and Rolling Stock News

Greg Croudaces' Queensland Rail DD 3½ inch gauge 4-8 -2 T look alike has received a coat of green paint and looks the part. It has had some running trials following correction of injector problems (always difficult on a tank loco) and runs very well. Great work Greg. Brian Kilgour showed us his four E class locos he has purchased. Two are power units and the other two have control equipment and batteries. They seem to be packed full of 2N3055 transistors and cobwebs (I don't think the two are related!) I hope Brian has a plentiful supply of batteries!

Brian has also produced four rolling chassis for additional elevated cars. A number of members are involved in this project. Brian Muston has had his CHG brake van at the grounds. We haven't remarked on this before but it is quite a nice piece of work, and is complete with electric marker lights.

Visit to Eraring Power Station

Peter Lyons has offered to arrange an inspection of the Eraring Power Station before one of the turbines is back together. This event is planned for a Sunday in April. Please let John Lyons or Warwick Allison know if you are interested so information can be given, as it is before the next newsletter. No cameras are permitted as it is strategic infrastructure, and solid shoes must be worn.



3239 fresh from Orange made the trip to the Christmas Party.

John Hurst Jnr has acquired Tom McMurray's Nigel Gresley. This is a nice loco and on trial ran very well. For ground level running either John needs longer arms, or the engine needs some extensions for the controls! Warwick's V has been fitted with some Sellars style injector steam valves. It was an effort to get enough steam through one for the large (60oz) injector, but it eventually worked out OK. They certainly look better than the previous non-prototype ones! And are easier to operate. The steam certainly snaps on and off! We have also seen some pony wheels for David Thomas' 620class, which have been nicely machined.

Easter Convention

Don't forget the convention this year at QSMEE at Warner in Queensland. They have put in a lot of work on the grounds and their facilities are very good. The best place to find a booking form is on their website, www.tracksandtrains.com.au but failing that, there should be one on the noticeboard. If you can't locate one ask Warwick or other web-enabled member!

Coal

The Welsh steam coal tests took place at Galston on 26 November. A copy of the report is in the clubhouse and has been provided to AME together with some photos. For a black coal it did not have a lot of heat in it, but did leave the usual black coal residues. Its main unexpected

result is that it goes out if left unattended! The latest information is that it probably came from another source. Now that char is back in production let's hope that it doesn't falter again! We were also offered some fines from screenings from coal supplied to the Maritime Heritage Fleet. While officially the source of this coal is not known, it appears to react like Lithgow. Some members ran on this during the December running day, and there were some good reports. It generates plenty of heat. However its not much good if your ashpan is too small as it fills it up fairly quick. It is certainly a viable alternative for most locos.

Thanks to Craig Hill who offered us some char he had stored and which was collected by Brian Kilgour. A large bag of char has been ordered from Auschar by Barry Tulloch. Hopefully we will have this by the time you read this.

Anniversary Books

A limited number of these have re-appeared and are being sold on running days for \$7.50. If any one has dog eared their previous copy, this will be your last chance for a nice one! They are not expected to last too long.

Shirts

There is a list on the noticeboard for club polo shirts, but the addition of names is rather slow. The price is \$29.70 each. If you are interested in one please put your name on the list! We need to have a minimum order of 12 before the order proceeds. Unless more names are added it would seem that a new batch is unlikely.

Boiler Inspections.

Due to family matters Brian Kilgour's time will be limited for some time into the future. It will be appreciated that any matters of boiler testing etc., be directed to Ken Baker and Bernie Courtenay.

Works Reports

EDITORIAL.

September 26th 2005 is the 150th anniversary of the NSW railways. As mentioned elsewhere in this Newsletter we will hold a special weekend to celebrate this anniversary, September 3rd and 4th. Within our Society we have a magnificent collection of NSWGR locomotives and rolling stock and should be able to provide an excellent display to mark this event. We will need to try to keep this weekend free, as it will be important to have as much member participation as possible to share the workload around.

John Lyons

Garden Roster

March J.L.Hurst, S.Border, A. Cottrell, J.B.Hurst, J.Leishman, J.Lyons, B.Rawlinson, M.Tyson, M.Yule.
April B.Hurst, G.Croudface, T.Eyre, M.Lee, R.Lee, R.Smithers, B.Tulloch, J.Tulloch.
May H.Spencer, A.Allison, M.Gibbons, W.Fletcher, M.Gay, G.Kirkby, B.Muston, J.Noller, P.Sayer.
June W.Allison, N.Amy, B.Kilgour, B.Millner, J.Mulholland, M.Murray, S.Murray, V.Sciicluna.

Gate Roster

March: Bernie Courtenay April: Steven Border May: Greg Croudace June: Tony Eyre.

Elevated Track

Brian Kilgour has manufactured four chassis for new elevated cars. These cars will permit an increase in train length on the elevated. A number of members have been involved in this project. Sandberg bogies for the cars are already on hand. Some new buffer stops have been provided in the loco depot, and the lot have received a coat of nice glossy white paint by our intrepid painters Jack and Brian. Alan has been off sick for a while. Get well soon!

Ground Level Railway

Some work has been done in maintenance of the point mechanisms, and two ground level shunt signals were removed, repaired and replaced.

Mark Gibbons has been steadily working through the ground level cars, testing and repairing the brakes, which are the biggest maintainable item. There is a need to pursue some track upgrading and this will progress when we have been successful in obtaining some plastic sleepers. The sleepers are ordered and are currently being manufactured. Some of this supply will also be used on the elevated track. Storage of these sleepers will pose some difficulty. The coal bins have been moved around and will all be in full use when the char arrives. Ultimately there will be one near the inner main station.

Ground Improvements

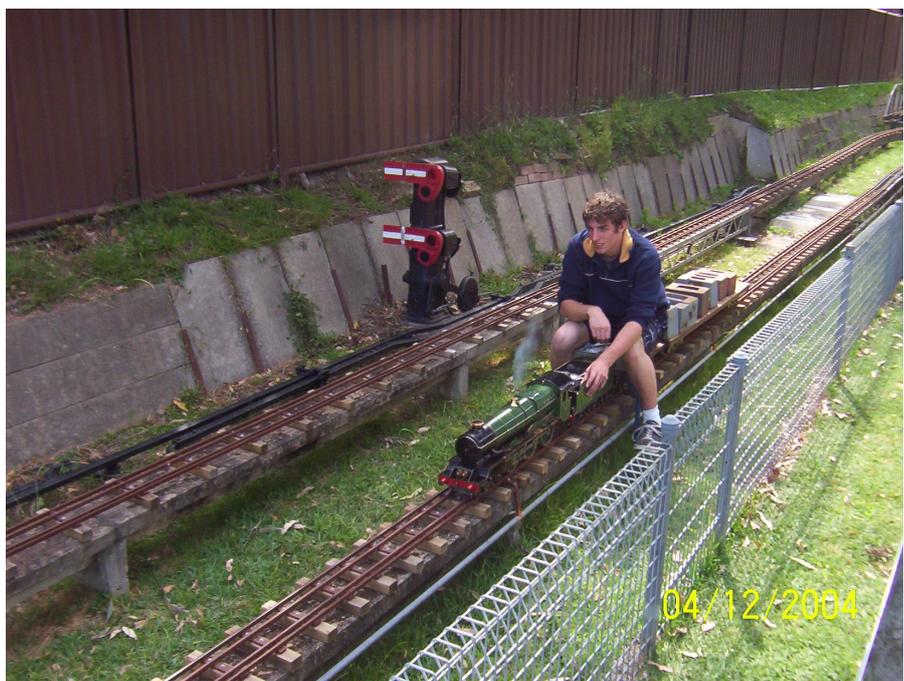
A lot of the work is nearing completion for a new retaining wall near the elevated station. Steel posts have been obtained and the necessary welding has been completed. Martin Yule arranged the hot dip galvanising of these steel members. Bill Richards arranged the ordering of pine logs that will then slip into the columns after some adjustment at the ends. Lionel and Warwick have been hard at the excavation work and



Our feshly painted NSWGR bubbler.

hole digging, and concreting, while Henry and Jim have been rebating the ends of the logs. This wall will prevent spoil from collapsing onto the signalling wires and point rodding. Eventually the area with the most complex equipment adjacent to the crossover will be excavated for a concrete surface. This should then give us a much more maintainable environment for the equipment and avoid the need for the whipper snippers to try and access an impossible area to work in. Mention has been made that because the form of construction is so convenient then a similar, but lower wall be constructed along the eastern fence virtually opposite (where the dogs are!)

One activity not previously reported is the painting of the railway bubbler very nicely done by Brian Hurst. Allan Cottrel has had shingles and has our best wishes for a speedy recovery. He must be feeling withdrawal symptoms from not wielding that paintbrush around the grounds, or maybe it's that whiff of turps! Brian Hurst



Andrew Allison behind John Hurst's 3 1/2 inch gauge "King" with a load of old weights.



**Brian Kilgour's prototype new elevated carriage undergoes scrutiny by the experts!
This is one of four that will increase the elevated fleet (& the number of rides!)**

and Jack Grierson however have soldiered on keeping the place looking great!

We have decided to convert the old waste oil container into a coal bin to help increase our store of char. This has been emptied of oil and removed from its site by Brian Kilgour pending the welding in of a shute for the coal. The Society has purchased a petrol-powered blower. So far this has shown that it will be a very effective means

Our levelling of the top end of the grounds to compliment the unloader requires council approval for the driveway portion across the footpath.

The replacement of the toolshed is included also in the letter to find out exactly what council requirements are for this to proceed. As part of this the toolshed is gradually being cleaned out. Please don't use the lockers!

of clearing the leaves and debris from the concreted areas.

**Toolshed, Driveway
Concreting and Fences**

Not a lot of success has been had with council recently due to internal staff changes and a loss of some critical contacts. As a result, Henry has sent a letter to council detailing the 3 projects with which we need some council involvement.

These include the replacement of a fence at the lower end of the grounds which is now held up (or consists of) ivy! Council need to survey and peg the boundary. We will gain some space with this work which will enable realignment of the elevated track one day in the future.

They are destined for the tip (unless someone removes them first!)

Features

**CPH
RAILMOTORS**

...
MUDGE TO



Many members stayed behind after the December running day for a BBQ tea. It must have been a great time because they even had a good time washing up!



CPH 32 at Richmond sometime in the 1960's. Photo John Lyons.

Upon arrival at Gulgong Loop and after a few minutes delay the train ran ahead through the points then reverses into the Station. Here some passengers disembarked to be bussed back to Mudgee and others joined to continue on to Muswellbrook and Broadmeadow.

The line from Gulgong past the open cut coal mine at Ulan and on to the Coast is Mainline standard and we were hooting along as only the railmotors could, we were covering a kilometre in well under 60 seconds. I remember how these units behaved at speed and when the complimentary coffee/tea and biscuits were passed around I kept the lid on mine and enjoyed the lot. Some not so wise passengers removed the lids and then spent quite some time jumping up and dancing about as the hot liquid soaked into their laps. The entire trip was very scenic and enjoyable and I would go again if the chance arises. The people were all very friendly and the continuous commentary by one and all very entertaining. Some of us left the

MUSWELLBROOK.....Brian Kilgour.

The day following our November running day the Mudgee Miniature Railway had a return run with two CPH Railmotors to the Railmotor Society Museum at Patterson. I had booked late and unfortunately could only get one ticket, so I owe Christine a railmotor ride! Having stabled Nigel Gresley on the Saturday evening I drove up to Mudgee early on Sunday. Mudgee Railway Station Platform was fairly busy when I arrived there to be greeted by Peter and Lois King who had organised the whole weekend of railmotor running for the MMR.

We set off promptly at 12:15hrs and proceeded at a leisurely 50kph on the line to Gulgong. The railway is not to mainline standards and the ride was lively but not uncomfortable, not unlike the old days running out to Richmond. There was much animated conversation in the compartment and although an "outsider" I was made most welcome. I did see a few jaws drop when asked how many passengers we had hauled the previous day at West Ryde and I said about 2000. They usually get about 300!

train at Muswellbrook at about 17:30hrs and returned to Mudgee in a 19 seater bus, there were 19 of us, all adults, so there was no fear of sliding about on the country roads. Arrival Mudgee was at 21:00hrs.

This year the intention although not yet firm, is to run 3 railmotors from Central to Mudgee on the Saturday morning, do the local trips in the afternoon and evening dinner run followed by a short trip Sunday A.M and then return to Sydney via Lithgow departing Mudgee around noon. I can highly recommend any part of this venture not just for the scenery but for the friendly company and also at a reasonable price by to-days standards.

This time my bookings will be going in early. Peter King said there will be one way trips if they can arrange it and I will try for the forward journey on the Saturday which I think is the best option. By the way, the whole weekend away is tentatively planned for \$400.00 including overnight accommodation and some meals. Anyone interested let me know as I have a place at Mudgee and as I will probably stay overnight there is room for a few.

I have not worked out the transport arrangements yet but there is time.

Diary

26-27 February	Lake Macquarie Live Steam Locomotive Society Birthday Run
1 March	Directors Meeting.
19 March	Public Running Day
25-28 March	Annual Convention, QSMEE, Strathpine, Brisbane.
4 April	Members Meeting
9-10 April	Blowfly Rally Mudgee
16 April	Public Running Day
30 April	Interclub Visit at Western Districts Live Steamers
3 May	Directors Meeting
14 May	Interclub Run at Bathurst Miniature Railway Society

Convention Bound. By Graeme Kirkby.

In the last Newsletter we left Graeme on board the Indian Pacific "gazing out into the

countryside illuminated by the full moon”, we now continue.

Meals in the dining car were enjoyable and relaxed affairs. Sitting four to a table, one soon got chatting to others over the three-course meal. One chap, Clarke from Wollongong, was also heading to the convention. After a meal, one might stroll down to the lounge car to partake a drink, or chat, or read the paper or gaze at the passing countryside. On the morning of the second day, the train was winding through sandhill country west of Tarcoola, but about 8.20am. near Ooldea, the train abruptly comes off the sand hills and starts across the Nullarbor and shortly, the 478km. straight. Not until about 1.20pm. that afternoon did the train swing through the next gentle curve. Meanwhile the

Indian stopped at Cook for about an hour where the passengers were allowed to alight and wander at will on the southern side of the train in this near deserted former railway town. Most of the buildings here are now empty including the school, shop, hospital and telegraph office. This day at Cook was about 32 degrees and the flies were making their presence felt! While here, all the cars were rewatered and the loco refuelled, the fuel and water being transported by rail tankers. The east bound Indian Pacific was crossed at Hughes loop. Our arrival at Kalgoorlie was at 8.00pm. (fifty minutes late) and here we stopped for ninety minutes. An opportunity was given to the passengers to go on a one-hour night bus tour of Kalgoorlie for \$18.00. A running commentary was given of Kalgoorlie, its history, its characters, and its gold mines. A visit up to a look-out to view the “Super Pit” which is an open cut gold mine in full swing 24 hours a day. Here we learned that the pit is 1.5km. in width,



Hoot's Mon! A Scottish version of the “Phantom” design owned by Alf Bond of the Tullamarine Society, on the Bunbury track. Photo Graham Kirkby.

4km. in length and 300m. in depth and will go down further to 600m. The monstrous dump trucks take some 40 minutes to drive from the bottom of the pit to the top, and cost a million dollars each – expensive business this gold mining! Back on the train, we were soon bedded down (slept much better) and were speeding our way west on the overnight run to Perth. A brief stop at Midland at 8.40am. allowed quarantine inspectors to board and go through the entire train confiscating all fruits and food stuffs before the 9.10am Perth arrival.

East Perth rail terminal was built c. 1969 on the site of the former Perth Locomotive Depot which had covered a large area including a 10 road straight shed. A pleasant surprise seen inside East Perth Terminal was a 3 ½” gauge live steam locomotive on display in a glass case. It was modelled on a W.A.G.R. 3’6” gauge “PR” class Pacific locomotive. Also, outside on a plinth, was a full size W.A.G.R. “S” class locomotive, a rather large 4-8-2 of 1943, looking very impressive in the morning sun. All these pleasant distractions helped pass the time as we waited for our vehicle to be unloaded and put one in the right mood for the forthcoming convention.

Gai and I stayed a few days at a very nice caravan park at Gwellup, just north of Perth and did a few touristy things, visiting the very pretty Kings Park. This park has some very attractive views overlooking the city and Perth water. We tested the suburban rail system and found it fast and efficient but it is not one quarter the size or as complex as Sydney’s system.

We made a rail trip to Cottlesloe to visit the beach and also, to Fremantle



5035 and Gai at the Bunbury Track. Photo Graham Kirkby.



P.S. Adelaide at Echuca. Photo Graham Kirkby.

to look around this fascinating and historic maritime area. We did quite a bit of sight-seeing by car and visited the Northern Districts Model Engineering Society at Balcatta but being a Tuesday, the place was locked up and we could not see much. It appears to be an elevated track of 2 1/2", 3 1/2" and 5" gauge.

On Thursday 8th April we headed south to Bunbury for the Convention. Our first appointment there was to move into our pre-booked accommodation, a pleasant little cabin, just a short drive from Forrest Park where the convention was to be held. It's funny when you are on holidays and miles from home, that you bump into someone you know. Gai and I are in our cabin and we can hear a familiar voice from a cabin next door, who should it be, our very own Hon. President, Warwick and his family.

As the convention details have been covered we will now head for home.

After the convention was over, it was something of a culture shock not to have to arise each morning and light up a steam locomotive for a days "work"! Gai and I took a cabin at Coogee just south of Fremantle for

four days and just relaxed in the warm weather. We made a visit to the Castledare Miniature Railway, not far from Perth. This club has a very extensive 7 1/4" gauge track which appears to have grown like Topsy, some sections of track looked unused. 5" gauge is catered for in a small layout. While on the West Coast of Australia, Gai and I witnessed some stunning sunsets over the Indian Ocean and some good photos were obtained.

A Sunday morning saw us back at East Perth terminal where the car was once again loaded. We found our berths in a sleeper which turned out to be a much better riding car as it had freshly reconditioned bogies with new wheel sets and our berth was closer to the centre of the car.

The eastbound trip was largely uneventful, though none the less interesting and enjoyable. A faulty water valve on the ground at Cook prevented the entire train from being rewatered, so passengers were advised to be frugal with water usage and abstain from showering if possible. Water at Adelaide was another 18 hours away.

From Adelaide we set off immediately, travelling via.



Castledare Loco Depot. Inside the floor is lower to permit maintenance to be carried out on the usual elevated roads. Photo Graham Kirkby.

Irish Medical Dictionary.

Just to keep up your general knowledge .

ARTERY. The study of paintings.
 BARIUM. What the Doc. does when the patient dies.
 CAESARIAN SECTION. A neighbourhood in Rome.
 CAUTERISE. Made eye contact with her.
 D&C. Where Washington is.
 ENEMA. Not a friend.
 FIBULA. A small lie.
 G.I.SERIES. A soldier ball game.
 IMPOTENT. Distinguished, well-known.

BACTERIA. The back door of a Cafeteria.
 BOWEL. A letter like A, E, I, O, or U.
 CAT SCAN. Searching for kitty.
 COMA. A punctuation mark.
 DILATE. To live longer.
 FESTER. Quicker.
 GENITAL. Not a Jew
 HANGNAIL. Coat hook.
More next time!



**Chris Holland's 7 1/4 inch gauge Challenger seen at the Convention.
Photo Graham Kirkby.**

Echuca and its twin town, Moama in N.S.W. are home to two miniature railways.

The Moama railway in N.S.W. is of 7 1/4" gauge and about one km. in length. It has stub points and some very sharp curves at the station and a reasonable run with moderate grades through bushland.

The Campaspe Valley Railway is situated at the rear of Echuca showground and features a medium size oval layout of very good quality 5" – 7 1/4" gauge track. Points have swing nose frogs, the

Mildura to Echuca. The following morning we were up to watch the 10.00am. departure of the two river paddle steamers on their Murray River cruises.

From the N.S.W. bank we had a panoramic view taking in the peaceful scene of the slow moving river, a dozen or so moored steamers and the remaining section of the three level Echuca wharf. In its hey-day Echuca was one of the busiest ports in Australia.

First, the P.S. "Emmy Lou" (a modern steamer but in old style) then the P.S."Pevensey", a timber hulled vessel of 1911, set off across the still waters, paddles splashing, engine throbbing rhythmically and wisps of steam from various outlets,,,, "twas truly a wonderful sight in the morning sun."

two station roads are covered and there are protecting coloured light signals. Grades are minimal. A dual gauge turntable and a scissors elevating traverser serves as an unloader at loco.

From Echuca we drove to Tocumwal, Narrandera, Junee, where a dust storm whipped up and kept with us to our last overnight stop at Cowra. Our last day of travel took us via. the pretty and historic town of Carcoar, then to Bathurst and home..... And all too soon it was back to the "salt mine" at work.

Signalling and Interlocking Schemes



Brian Muston helps Lionel Pascoe clear some spoil during the construction of the new log retaining wall near the elevated station.

Warwick Allison was fortunate enough to be lent a copy of a thesis written in 1914



They even look like they know what they are doing!

by George Hall, a Sydney University civil engineering student who spent 6 months in the Signalling Branch of the NSW Railways. What follows is a summary of Chapter 10 on signalling and interlocking schemes which gives some of the principles on which the signalling is designed.

- ◆ A signal should not be required to protect a fouling point more than 200yards ahead. Use an additional signal.
- ◆ Junction signals should never be required to protect facing points more than 120 yards ahead unless special means of holding the road is provided..
- ◆ Where there are alternative routes, generally only one route is signalled.
- ◆ Signals for high speed running should not be closer than 120yards.
- ◆ Signals on a bridge with those for different lines should be grouped.
- ◆ Advanced starting signals should be placed within view of the signalman (unless otherwise indicated) and about a train length ahead of the points.
- ◆ When shunting movements are infrequent and the first cost must be small, one signal might be used for more than one route.
- ◆ No signal is to be given for running onto the wrong line, unless some means can be used for putting the train eventually on the right lines.
- ◆ Runaway catch points are to be used on ascending line a train length in the rear of the home signal if the gradient is steeper than 1 in 260.
- ◆ All points on single lines are facing points.
- ◆ In Numbering a frame: Levers are numbered from left to right; points at the left hand end of the yard are to have their levers left of centre, and similarly for the right; discs governing points shall have their levers close together; running signals are generally put in the centre of the frame near the block instruments (grouped arrangement), or at the end of the frames (geographical arrangement); point levers are to be in the same relative position as the points, and the disc signals and grouped for each move.
- ◆ NSW generally uses the geographical method.
- ◆ NSW frames are in units of 4.
- ◆ The salient features are thus: the avoidance of unnecessary walking, the order of pulling being in one direction, it should not be necessary for a signalman to pull over a lever (especially a heavy one) between two levers already over.
- ◆ Rules for locking tables are as in the Board of Trade requirements.
- ◆ Colours on Box Diagrams and Lever Manipulation Table are : Main Passenger Lines-blue; Goods-sepia or purple; Relief Roads Green; Sidings-sienna; Vehicle Roads and platforms sienna or yellow.
- ◆ The numbers of releasing levers are put on a board behind the lever or on a plate on front of the levers.



Brian Hurst inspects John's latest acquisition. This engine was previously owned by Tom McMurray.

- ◆ To test the frame: Reverse each lever in turn and try the locks on those it locks; according to the table. To check any deficiency in the locking table work from the Box Diagram and Manipulation Table (this will also show any deficiency in these also) setting each combination of levers, and then trying if any conflicting or opposing movements are free. The backlocking should also be tried i.e. while the lever is over it should not be possible to put to normal any lever which has released it. Trailing points behind the signal should be tested for both way locking. When routes are being set time can be saved by noting the releasing and locking between any of the points etc. forming it as they are pulled.
- ◆ Diagrams show Starting and Advanced starting signals. It seems the term 'starting' was used to indicate the exit from an area i.e. the loop or main, and not necessarily into the 'section'. Advanced Starting signals are beyond these and are the true entrance to the section.

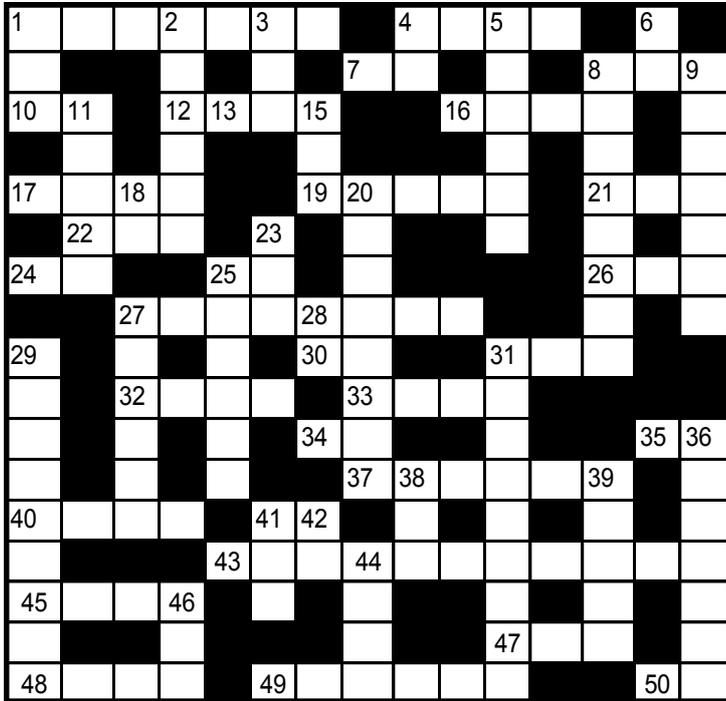


Henry and Jim set up the retaining wall logs for some mass production action!

The SLSLS Crossword!

The last issue's crossword from John and Barry Tulloch has a prize of substantial value for the first neatest correct entry. The first was Ray Lee which was correct (but did contain some spelling errors). Congratulations Ray! He receives a magnificent prize of a set of SLSLS postcards.

Also there are two corrections to Graeme Kirkby's crossword answers in the newsletter. On the right, the word 'dxygen' should of course be 'oxygen', and the word 'crossword' should be 'crosshead'. Try this one - another set of postcards for the first most correct answers!



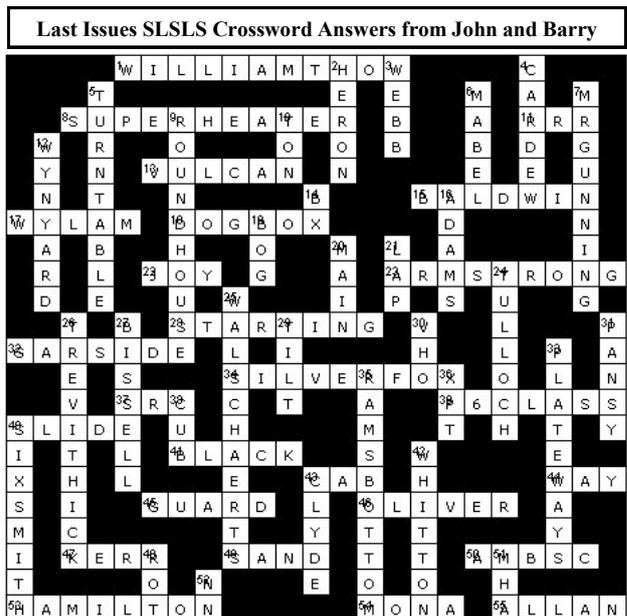
DOWN

- 1 Mr Gunning's common use first name (3)
- 2 Usually an American term for signal box (5)
- 3 Asea Brown Boveri initials (3)
- 4 Lavatory Brake Van introduced about 1890 (2)
- 5 If it's not a Pyle National it's probably a rock? (6)
- 6 Type of thread form often used by model engineers (2)
- 8 Device for connecting carriages and wagons (8)
- 9 The 'home' of Norfolk and Western (7)
- 11 Colloquial term for single deck interurbans (5)
- 15 A gladstone was one of these (3)
- 18 Up Relief abbreviation (2)
- 20 A 4-4-2 (8)
- 23 A device for storing stuff (3)
- 25 A valley famous for coal and wine (6)
- 27 A 2-8-2 (6)
- 28 Train Order abbreviation (2)
- 29 Where the crew drive the engine from (9)
- 31 All enginemen used to have this type of bag (9)
- 36 Fast Electric Vans used to speed these around Sydney.

ACROSS

- 1 The place in the middle where nearly all services pass through, start or finish (7).
- 4 Used for fires and between engine and tender (4)
- 7 Puffing Billy class (2)
- 8 Short for carriage (3)
- 10 Close Up abbreviation (2)
- 12 South Australian commissioner (4)
- 16 Telegraphic code to reduce speed in hot weather (4)
- 17 The term for the foot between the rails (4)
- 19 Distance between the rails (5)
- 21 Coupling --- (3)
- 22 Automatic Route Setting abbreviation (3)
- 24 Information technology abbreviation (2)
- 25 Hammersley Iron abbreviation (2)
- 26 Not really railway but sometimes things can be ---some (3)
- 27 John Hurst's loco type (8)
- 30 The opposite to a signal being off (2)
- 31 Nothing to do with trains, but what a band plays at. (3)
- 32 Japanese model train maker (4)
- 33 General term for spanner, shovel etc. (4)
- 34 The relationship of a diameter to a circumference (2)
- 35 The opposite to down (2)
- 37 Famous NSW engineer for train testing in the days of steam (6)
- 40 Telegraphic code for further information (4)
- 41 Engineman's favourite dinner ale after a hard days work (2)
- 43 A type of lubricator (11)
- 45 Association of Australian Live Steam societies (initials 4)
- 47 Lowest form of on track protection No Authority Required abbreviation (3)
- 48 This we desire our beats to be (4)
- 49 Famous class of GWR 4-6-0 (6)
- 50 District Superintendent initials (2)

- 38 Signal electricians used to have these to measure electrical things (3)
- 39 Boiled for steam (5)
- 41 Penetrant --- used for crack detection (3)
- 42 A carriage described in Volume 2, but not BC (2)
- 44 Waste material used for cleaning and wiping (4)
- 46 If Watt couldn't use a crank he used this with a planet (3)





David Lee works the levers as Brian Kilgour shunts Nigel Gresley back onto the main line during the New Year's Eve Run.



Jack Grierson and his 3½ inch gauge 38 class.

Assistance in the Kiosk is always appreciated by the ladies!
Don't forget Convention Registration!



John Tulloch cleaning up 2904 after the January Run.



Above: Ray Lee with 3112 on the inner main passes John and Barry Tulloch with 2904 and 5902 just about to start from the outer main platform, with a swag of onlookers! Below Left: Greg Croudace takes the 4-8-2T for a test gallop!



Below: Max Gay with Bitza and Henry Spencer with the R class on the outer main during the January running day.

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Telephone (02) 9874 8696. Postal Address: The Secretary, PO Box 124, West Ryde, NSW, 2114

Web Page Address: <http://www.slsls.asn.au>

Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each. To ride on the trains, enclosed footwear must be worn.