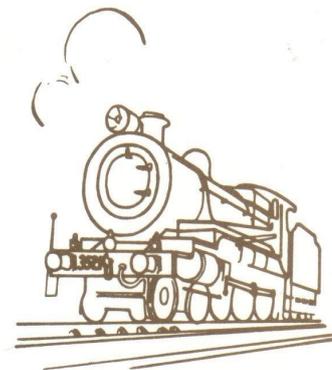


Sydney Live Steam Locomotive Society

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

'Newsletter'

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Mountaineer has seen some valve gear refurbishment, and other improvements. Here John Tulloch hauls an outer main train on the January running day. Photo Andrew Allison.

Running Day Reports

November 2005 Running Day Report.

This running day was for the Malcolm Sargent Fund now known as "Redkite". There was some confusion on their part as only two young ladies turned up to help. They brought with them a different banner that was not suitable to go in the usual place on the entry footbridge. With Mick Murray's help the banner was hung on the Hawkesbury bridge taking up the whole side. Alan Mackellar and the girls were on the gate and after Alan's expert tuition they looked after admissions for the bulk of the afternoon. The early cloud cover did not clear as early as predicted and the forecast 30+ temperature did not,

thankfully, eventuate. There were a number of party groups filling up the shady areas. One group near the elevated station even had their own music of occidental and oriental flavour.

The elevated track had a good variety of trains. Jim Leishman ran his 4-6-0 10 wheeler with three cars and a van. It was good to welcome Brian Carter back with his 0-4-0 "Perseverance" coupled up to three cars and the other guards van. David Thomas, 2-6-0 B10 and myself, 0-6-0 Z1915 each hauled one car. Ken Baker was looking forward to running his "Simplex" but gauge glass troubles forced him to drop the fire and pack up early. The two three car trains each spent some time in the loop during the afternoon as the traffic was only light. Greg



Brian Carter posing with Perserverance on the November running day.

Martin Yule had the Mountaineer in the ground level loco but did not steam up.

The fencing project at the bottom of the ground was almost complete, there were still a few panels to be fitted beside the path from Anthony Road. It was a surprise to see how much extra space we now have in that location.

Liz, Diane, Joy and Sue looked after the canteen. When the sun finally came out from the clouds the temperature went up, the sunny areas cleared and the visitors headed for home. The forecast storm did not cause us any problem as it only

Croudace had his 4-8-2 tank in the elevated loco but did not run.

On the outer ground level Max Gay "Bitza" ran with Lionel Pascoe C3811. During the afternoon C3811 was driven by Lionel, Ray Lee and Tony Eyre. Max came off early and was replaced by John Tulloch with the J Z2904. The second outer train was pulled by John Hurst's 4-8-2 mountain class fresh from a valve gear overhaul. With the valve and port faces flat once again the increase in efficiency was very noticeable with a reduction in the amount of coal and water consumed. The mountain's afternoon finished a bit early with a gauge glass failure.

On the inner track Ray Lee with C3803 ran one train while Warwick ran V1224. The regulator of 3803 was shared by Ray as well as Matt Lee and Tony Eyre. Mick Murray had a turn on the footplate of the "V".

amounted to some thunder and a few very big drops of rain.

We gave 1979 rides by the end of the day, which is a bit under a November average. Overall for the calendar year we are on target for having the most yearly rides in the past 10 years.

December 2005 Running Day Report.

This running day saw a mixture of typical humid, stormy summer weather. The overnight storms cleared to provide a reasonable day but the numbers of visitors were down probably because of the uncertainty posed by other storms in the region.

Our total rides for the day were 842 which has resulted in 27046 rides for the year. Despite being slightly above last years figures through the middle of the year, the December figures were down just enough to result in the 12 month figures being about 250 rides less than last year.

It was good to see Brian Kilgour who came to fulfil his gate duties. Its actually not a bad job watching those trains go by on a day of low patronage.

The party groups dominated the areas of shade and they seemed to be our main clientele of the day with not many casual visitors.

One of the inner trains was a Lee special, Ray with C3112 and Matt driving C3506. The second train on the inner was Warwick's V1224. Warwick had enlarged the blast pipe since the last running day. He shared the driving with David Thomas, Mark Gibbons and Steve Border who drove the last revenue train. Ray retired C3112 early for a quick getaway leaving Matt and C3506 to run the service. Eventually Matt was joined by Jeff Sorensen's C3142 driven by Shaun

November was Charity Day for Red Kite (formally the Malcolm Sargent Cancer Fund.)



Sorensen.

On the outer main Max Gay ran "Bitza" leading Lionel Pascoe C3811. During the afternoon visitor Mark Robinson had a turn at the regulator of C3811. The second train on this track was run by Martin Yule and 2-6-2 Mountaineer. This locomotive has had some work carried out at the Tulloch's Homebush works. After the afternoon's passenger duties there were a few runs with thirteen cars behind the riding truck of "Mountaineer".

On the ground level we had a visitor Cameron MacMahon from the Boxhill club who ran his 4-8-2 South African 15F 'Black Douglas'. He ran light on the outer main and had a good time.

On the elevated track Ken Baker ran "Simplex" 0-6-0 with John B. Hurst 2-8-0 "Nigel Gresley" on one of the long trains. The second major train was hauled by Jim Leishman and the 10 wheeler.

Brian Carter, 0-4-0 "Perseverance" took one car as did Paul Taffa and the "Hunslet". There were virtually no queues as the carrying capacity was much greater than the patronage on offer. I ran Z1915 light engine. Greg Croudace had his 4-8-2 tank engine in loco with its fresh green livery, very attractive.

The ladies, Liz, Di, Joy, Sharon and Bernie had a busy day in the kiosk. We certainly appreciate their help!

January 2006 Running Day Report.

If I had not worked on the garden roster the previous Saturday I would have been excused for thinking that the job had not been done in a satisfactory manner. The rain and humid weather in the week prior to the running day had really promoted the growth of all the vegetation on our grounds. The day was hot and humid and not very crowded. There were a number of large party groups filling up the shaded areas and adding to their comfort with their own gazebos. One group had a Clown to entertain their birthday person and friends. The poor girl would have earned her keep as it would have been very hot in the wig and clown



Garry Buttl's Christmas sleigh! It even had a red nose!

outfit. One lot of kids were all labelled with their names and phone numbers on their backs.

The highlight of the afternoon's running was the double heading C38 class locomotives of Ray Lee, C3803 and Lionel Pascoe C3811. They ran for a while at the start of the afternoon till Ray uncoupled and ran into the head shunt on the inner at the back of the clubhouse. C3811 continued with the train as the light patronage did not warrant the two locomotives. Max Gay did not steam "Bitza" but had a good session at the regulator of 3811. The Hurst 4-8-2 mountain class with John B. at the regulator ran the second train on the inner.

Tony Eyre driving Ray Lee's 3506 on the Inner Main on the December running day.





Graeme Kirkby on gate duty welcomed the January crowds.

On the outer main ground level, V1224 with Andrew Allison at the regulator hauled one train with Barry Tulloch and Mountaineer on the other train. The Mountaineer had just been fitted with a feed water heater, which was found to be leaking. The train was backed into the carriage shed leaving the locomotive on the apron in the shade. This allowed the offending component to be removed and the train returned to service. Bernie had his SMR 10 class locomotive in loco but did not light up. The elevated was well catered for with Jim Leishman, 4-6-0 taking three cars and a van, Brian Carter, 0-4-0, two cars and van, Ken Baker "Simplex" two cars and David

Greg Croudace and his rebuilt 3½ inch gauge 4-8-2T double heading with David Thomas' B10 on the elevated track on the January running day.



Thomas 2-6-0 B10 one car. Paul had the Hunslet in loco and I do not think it was fired up. Greg Croudace had a piping problem with the 4-8-2 tank but a quick trip to the Homebush Locomotive Works with John Tulloch had the repair carried out. Greg steamed up and double headed with David Thomas late in the afternoon. I had to escape early for a social function and did not bring the Z19 so I was able to work with Jim on his train with the 4-6-0. This was my first turn of driving this locomotive and was very enjoyable. Jim used the same cylinder set and driving wheels castings as on the Ps4. The axle pump is well matched to this locomotive as is the one on the Ps4.

The long narrow firebox is easy to fire, no hard to get at corners to worry about. Extension controls for the regulator and by pass valve make for very easy driving. It was a very enjoyable afternoon alternating between the driving truck and the guards van. We had very light loads early in the afternoon, I think it took a long while for people to figure out where the station was, or maybe, it was too far from their shade. The only problem for the afternoon on the elevated was the reduction in the shade near the ground level round house as we waited for the station to clear.

Before running started a couple of point problems were evident. One had sheared a pin inside the gearbox, a failure we have not experienced before.

After the motor was changed there was some adjustment problems, but these were sorted out, and ultimately they ran well all afternoon.

Dianne, Bernie and Sue had a hot time in the kiosk, thankyou for your efforts. It was good to see Stuart Larkin back from the UK.

With the hot weather there were some footwear issues and I did observe another type of footwear trouble. The lady who seemed to be in charge of one party group was wearing heels that were at least 3" high and showed signs of being well buried in

the soft soil. Must have been a bit difficult to get around.
 We finished the day with a total of 1317 rides which was not bad for such a hot day.

What's Doing!

ARHS and SLSLS Christmas Party.

Report by Warwick.

The ARHS Christmas Party was held at the grounds on Sunday 4 December. This was chosen to be clear of other activities that both us and the ARHS were likely to be involved with, and so it was. The day was well attended both by the ARHS and SLSLS members. Saturday showed up fine and sunny with a bit of cloud, and was a welcome relief from the week of rain. Many members took the time to

mow the grass and a special mention to Steve Border who arrived before lunch and spent the entire afternoon up to about 6pm on the whipper snipper! The two Brians, R & H, John H and others also put their backs into the mowing. The grounds looked great after the rain and with the haircut and trim were in fine shape for the big day on Sunday!

We purchased two folding tables to assist with the following day, and these will be useful for our future BBQ occasions.

Sunday was a big day with the ARHS Christmas party in full fling! Ross Verdich (ARHS GM) and Jennifer were there early to put up the marquee for the lunch and bring in some extra chairs. They couldn't beat Barry Millner who was there at 7 am, and by the time I arrived at 9am, the place was unlocked, the flags were flying and the signs were out! The day was warm and sunny, with clear skies and a light breeze. All in all very pleasant conditions for a day in steam.



Brian Muston and his cattle wagon under construction.

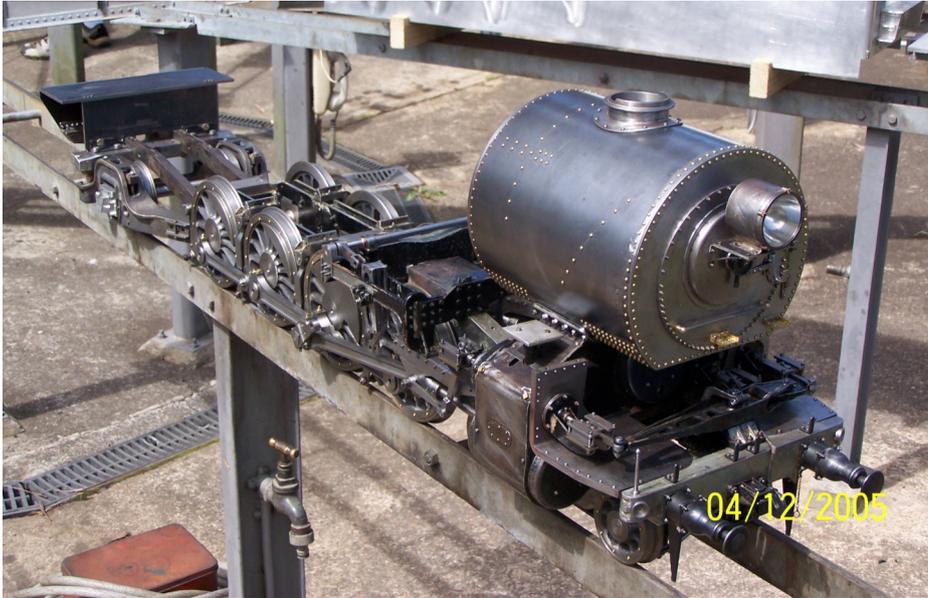
Members showed up in force and there were plenty of locomotives for the ARHS members and visitors to view. In steam: Ray Lee 3112; Ross Bishop 0-6-2 Fowler; Lionel Pascoe 3811; Brian Muston B12 4-6-0; Jeff and Shaun Sorensen 3142T; John Tulloch 2904; Paul Taffa Hunslet; Matt / Ray Lee 3289 (3½" gauge); John Lyons Z1915 + 3 S trucks and HG van; Warwick & V1224 & WA goods train; Garry Buttl 36class (3½ inch gauge); David Thomas B10 2-6-0. Total 12 in steam.

On display: John Tulloch H class; Barry Tulloch 59class & 50 class; Max Gay Bitza; Robert Smithers 57 class chassis; Ken Baker N&W J class and (wheel-less) tender. Total 6 display.

All in all a great roll up, and if you weren't there – what can I say! The ARHS fed us all a spit roast lunch with sweets. There were a lot of signalling buffs present and they 'helped' Simon and Nathan in the signal box for the day, all most competently!

David Thomas and his South Australian 620 class tender, now rolling!





Rob Smither's rebuild 57 class looking good on the Christmas party day.

As well Garry arrived in his jeep done up to be Santa's sleigh, complete with Rudolf the reindeer leading complete with a lit red nose!

Many thanks to the girls who manned the kiosk for the day as well, it was much appreciated.

After the ARHS Christmas lunch, a good crowd of SLSLS members stayed around for a BYO BBQ tea with family and friends. It was good to see Brian Kilgour who had a leave pass from hospital for the occasion. These days there is not much night running with daylight saving in force, and most locos were on shed at dusk being cleaned away. By 9.30pm, all had been locked away and the last had left.

Loco and Rolling Stock News

As mentioned in the running day reports Greg Croudace has recently repainted his 3½" 4-8-2 tank engine. The paint work, a rather bright green, is very well done, it seems a shame to run the locomotive and get it dirty.

David Thomas is making steady progress with his SA 620 class. We have recently seen the tender at the grounds.

Brian Muston has increased his fleet of goods wagons with a very well built bogie cattle wagon seen at the grounds lately.

Track Obstructions

During our December running day, 'sticks' were placed

on the outer main coming up the hill on several occasions. Fortunately the practice did not have the effect that the children involved had wished!

Whilst David and Mark spoke to the children in the area about it, we got the impression that it went 'in one ear and out the other' - that is if it went in at all! There did not seem to be any 'responsible adults' in the area when we were talking to them who may have been able to help. This problem does appear to happen from time to time.

Consequently, would drivers/guards be aware of this as they may be able (in those rare 'spare moments') to cast a glance across to nearby rails to check if all is in

order?

2006 Convention

Convention registration forms are now available. They can be downloaded from the AALS web site (www.aals.asn.au) or the SSME web site www.modelpark.org.au (there is a link from the AALS page). There is also a full listing of accommodation & details available on line. If you are not on the web, then look on the notice board, and, failing that, please ask! Easter Saturday is our April running day, so if you are going to the convention, Friday, Sunday and Monday would be good days! We will also be hosting a post convention visit on the Tuesday following the convention (April 18) at our grounds. We have submitted a proposal to update the wheel standards in the Code of Practice. This will be voted on at the AGM on Saturday night.

Leaves & Scrapings!

Grass clippings and leaves in particular are being recycled for garden use. It is actually easier if any leaves raked up are placed directly on the (probably the nearest) garden. This actually saves the effort of transporting them elsewhere. Please do not place leaves and grass clippings in the trailer as it tends to sit for a while, get soggy and rust out the trailer floor.

Rubbish – yuk!

Rubbish should go in the wheelie bins and not in the trailer. Now we have a fleet of wheelie bins, there is no

Editorial

As we start the new year we have a number of rather major projects about to have the go ahead. These will further enhance the quality of our facilities but will require a big roll up of members when the work gets under way. Much of this work will be started before the next Newsletter, especially the driveway, work on which will begin after the Easter running day and the post convention run at our grounds on Easter Tuesday. Be prepared, your help will be needed.

Keep in mind that material for the Newsletter is always welcome, please help keep this publication interesting.

John Lyons.

Garden Roster

March. H.Spencer, A.Allison, M.Gibbons, W.Fletcher, M.Gay, G.Kirkby, B.Muston, J.Noller, P.Sayer..

April. W.Allison, N.Amy, B.Kilgour, G.Guttel, B.Millner, J.Mulholland, M.Murray, S.Murray, V.Scicluna.

May. B.Courtenay, K.Baker, J.Grierson, N.Lyons, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa, D.Lee.

Gate Roster

March. David Lee.

April. Stuart Larkin

May. Ray Lee

longer any need to put out the older type of bins. We are attempting to work out the best way of getting all the rubbish collected on the running day disposed of the following week, by contractor pick up. If this works out, there will no longer be any handling of rubbish. We would simply put the wheelie bins around the grounds in the morning, and after the day, wheel them up to the street! Initial contacts with the council have been less than encouraging. It all seems a bit hard for them, so the good idea will probably take some time to put into practice!

Brown Coal Briquettes

Warwick was able to purchase a 4 kg bag of brown coal briquettes in a Coles supermarket at Winmalee recently. This was \$4.20, which is about \$1 a kilo and about the same price we pay for char. Members with 'small' locos, especially 2½ & 3½ inch gauge would appreciate the use of either straight brown or a mixture with char, as the brown is easier to get going and sustain in a small fire-box. Whether or not it will appear in the more metropolitan supermarkets remains to be seen. It is being marketed as a supplementary fuel for wood in home heaters.

Works Reports

Elevated Track

Painting is continuing on the elevated carriages. These need footboards and seats, as brake plumbing has just been completed and shouldn't be far away!

Ground Level Railway

Seven panels of outer main track have been upgraded and reballasted and the test operation on the January running day proved the lovely alignment. Apart from this, little track work has been done, which shows how the system is holding up well with reduced maintenance levels. Two signs to limit loco movements into areas they shouldn't go were provided in the

ground level loco depot. These were computer cut lettering provided by Jim Lieshman. A few point motors were attended to, one with a broken drive pin within the gearbox. Something VW will have to answer for!

The decking on the Hawkesbury Bridge is being replaced. The new decking will not be Tallowood, but a "timber" substitute material made of recycled plastic and saw dust. It should last a long time and will not need any painting or staining.

John Lyons has been finishing off the steelwork for the revamped siding off the elevated stub points at the ground level loco. This should be galvanised soon, and then installation will commence.

Ground Improvements

We lost telephone communications for a week (some civic minded citizen had souvenired 20m of our aerial line in the street), in December, but Henry arranged for it to be repaired by Telstra. Apart from this, most activities are included in the next section.

Toolshed, Driveway Concreting and Fences

Jim Lieshman had obtained some more shed structural

David Thomas unloads mulch from the club trailer after the fence replacement.





Workers resting or a bunch of (likable) rogues? You choose!

The Driveway has continued to be pondered and a plan of action is now in place. A new drain is being installed adjacent to the unloader tracks as a first stage in this project. Hopefully the excavation will occur in April closely followed by the concreting. There are 5 Saturdays between running days that month. We shall see!

The big fence renewal was finally completed and the area has been filled, planted and mulched. All we need is for the plants to grow! The plants have been placed clear of where we think the relocated elevated might go. Many thanks to Henry for doing all the paperwork etc for this project, and to David Thomas for directing

details required by council and these were submitted. The council seemed strangely efficient this time and on the January running day we had received the approval to begin construction! The first part is to have the electricity service relocated, and hopefully this will have been done by the time you read this. We then have to cleanup around the area and relocate the shed contents so it can be dismantled. There is still a 3 phase electric welder there for the taking. If this doesn't go soon it will make its final trip to the tip!

Thanks to David Thomas for being the go between us and council, and Jim who is the go between for us and the contractors.

planting and mulching. I think this has been one of the few projects in recent times where we have had a big roll up of members to help on the work days.

We are now attempting to provide a new fence behind the signal box. Those who have seen this will know why!

Features

Motive power changes on the N.S.W.G.R.

John Lyons

One of my acquaintances worked in Train Control at Central and some time back gave me some copies of official correspondence from the mid 1960's. It makes interesting reading.

CHIEF MECHANICAL ENGINEER.
22nd. March 1965.

Dear Mr. Heard,
Extract from Mechanical Officers' Conference – No. 1/65. Page 10 –
Steam Locomotive Casualties and Failures.

Reference is made to the notes of your Officers' Conference No. 1/65, particularly item (c) on page 10 which reads :-

“... the Chairman said that there was in sight a sufficient number of diesel electric locomotives to displace all steam locomotives working important trains on both the north and the west, and he was confident that by June, 1966, the only steam locomotives working in those divisions would be engaged exclusively on subsidiary ser-

Members News

Vale Don Jones.

Don Jones passed away in late January having lost his battle with cancer. Don joined the Society in 1975 and was very soon involved in the running of the Society acting as Convention Secretary for the 1976 Convention hosted by the SLSLS.

Following this Don was a Director of the Society in 1977 and 1978 then served as SLSLS Secretary from 1978 to 1980.

Don was a very talented and knowledgeable person, not only as a model engineer but in the electronics field as well. Since the early 1980's Don's work, keeping NBN Newcastle on the air, kept him away from the grounds but once retired, did not miss many running days. It is a shame that he did not see his C36 and D57 completed.
R.I.P.

vices. It was almost certain that “38” and “60” class locomotives would be set aside whether they were due for condemnation or not, and he put it to Officers that they plan their repair schedules on the basis that steam locomotives in the areas mentioned be worked to the full extent of their serviceability and with a minimum of shop attention....”

It will be remembered that the introduction of diesel-electric locomotives was planned on the condemnal rate of steam locomotives, but unfortunately, the receipt of the former has not kept pace with the withdrawal of the latter. This, in itself, would have presented some problems, but no one at that time could have foreseen the extraordinary increase in business that has taken place, e.g. :-

Interstate forwarding agents’ traffic has increased over 300% since standard gauge working to Melbourne.
 Steel traffic which reached the companies’ 1970 figure by 1964, which is rising daily, and, with it, an enormous increase in their ancillary requirements in the form of coal and limestone.
 The increase in coal traffic, mainly export, to the highest tonnage in the history of the department.
 Superphosphate which has increased from about 600,000 to over 1,000,000 tons in a little over two years, and will probably increase by a further 250,000 tons in the present year.
 Over 100,000 tons of new grain traffic from Southern Queensland
 The extraordinary increase in wheat traffic, normally about 80 million bushels per annum, but which was 122 million bushels last year and will be 160 million bushels this year.

This is only portion of the traffic that has greatly increased in the past three or four years, which appears likely to increase to an even greater extent.
 All this has vastly increased the difficulties of traffic operation, particularly because there is insufficient motive power to give a daily continuity of movement. Traffic banks up daily and for months past, the back log on Fridays has exceeded 70,000 tons. On Friday, 19th March, 1965, it had reached 96,000 tons.
 Not only does this cause very serious congestion in yards and sidings,



Andrew Allison and a freight train on the inner main on the day of the ARHS Christmas party day. One ARHS member was noted taking vehicles codes and numbers for the train consist!

loss of wagons and equipment that should be getting increased use, very heavy increased expenditure to your Branch and mine due to necessary week-end running to clear the back-log, but also strong complaints by clients in regard to delays to their goods and their difficulty in obtaining wagons that should be available but are standing underload because of a shortage of motive power.
 It will be appreciated, therefore, if every steam locomotive can be kept in service until such time as a full complement of diesel-electric locomotives is available to fully meet present and future needs. A very serious position indeed could arise if a large number of steam locomotives are withdrawn and there should be a hitch in the delivery of the proposed new motive stock.

CHIEF TRAFFIC MANAGER.

Diary

- | | |
|----------------|--|
| 24-26 February | LMLSLS Birthday Run, Edgeworth. |
| 4-5 March | Penwood Railroad Anniversary Day, Berry. |
| 7 March | Directors Meeting |
| 18 March | Public Running Day |
| 4 April | Members Meeting |
| 14-17 April | AALS Convention SSME Luddenham |
| 15 April | Public Running Day |
| 18 April | SLSLS Post Convention Run. |
| 19 April | Post Convention Run Illawarra Live Steamers & Penwood Railroad Berry |
| 20 April | Post Convention Run Central Coast Steam Co-op, Gosford. |
| 21 April | Post Convention Run Lake Macquarie LSLs, Edgeworth. |
| 2 May | Directors Meeting |
| 20 May | Public Running Day & next Newsletter! |



Cameron Macmahon from Boxhill, trys his 'Black Douglas' on the outer main before the passenger running commenced on the December running day.

Editors Note. By June 1967 there was a new C.M.E. Mr. W.J.Wait. The Chief Traffic Manager wrote to the new C.M.E. The opening part of this 1967 correspondence was a repeat of the letter of March 1965 above, with the following addition.

Following upon this, I quote this extract from the minutes of Mechanical Officers' Conference No. 3/66 – (12) Dieselisation: Removal of Steam Locomotives.

“... Mr. E. Bingle, Boiler Engineer, advised that, in view of the dieselisation programme, in September, 1965, he had issued directions to various works managers, that when an engine was stopped for class (2) or (3) repairs, only sufficient boiler work was to be undertaken to ensure at least two (2) years further life. This was being carried out, and standard examinations in the form of tube and stay removal and hydraulic tests had been replaced by an annual inspection of boilers at washout by a qualified boiler inspector to obtain a further twelve months service. Although worthwhile savings would accrue from this method it could not go on indefinitely. After two or three years the boiler would need to be set aside or given heavy overhaul.”

“...He, (Mr. Bingle), said he would like to stress, however, that in order to comply with this direction, it was essential there be no break in the supply of diesel-electric locomotives.

Unless a steady influx was maintained in the next three (3) years hundreds of steam locomotives would have to be withdrawn from service, and if no diesel replacements were available a serious reduction of tractive effort would occur.”

In reply the Chairman said “he was well aware of the position, and fully realised the necessity for maintaining a continuous flow of diesel-electric locomotives into the branch, and that only recently the Commissioner had assured him funds would be made available to replace steam engines early in 1968, after completion of the ninety (90) diesel-electric locomotives now on order...”

The increased traffic mentioned in my letter of 22.3.65 has been sustained and is rising. The last wheat harvest was estimated at 200,000,000 bushels of which 175,326,214 bushels have already been received through railway gates.

At the end of May (that is, week ended 27.5.67) the following wheat was stored in country facilities waiting transit to the seaboard. Goulburn, 253,832. Cootamundra, 17,413,500. Junee, 18,292,739. Lithgow, 4,248,580. Orange, 30,300,248. Werris Creek, 36,631,614. Newcastle, 229,278. (Editors note. The figures relate to total bushels, bulk plus bag.)

In addition there is still an unknown quantity of wheat stored on farms etc., waiting to be brought to the rail head for shipment.

Even if 12 million bushels are railed each month, June to October, (and this is a higher than average figure), it would appear that at least 50 million bushels will still re-



John Lyons & 1915 on the November running day.

main in storage when stripping of the new harvest commences.

Much concern is felt at the serious decline in motive power and the position forecast in a joint report dated 2nd. February, 1960, and again envisaged by the Boiler Engineer at the Mechanical Branch Officers' Conference No. 3/66, has developed. Already a suggestion has been made by the Chairman of the Grain Elevators Board that permission be sought to transport wheat by road from the country to the seaboard.

On 25.11.66, you addressed the following letter, inter alia, to Mechanical Branch Officers :-

"...to assist the Chief Traffic Manager to transport the record wheat harvest successfully it has been decided to retain the maximum number of steam engines in service. As diesel-electric units are delivered from the contractors, commencing with units 4477 and 4898, where it is practicable to retain the steam locomotive which should be displaced by the receipt of the new diesel-electric locomotives this is to be done on a temporary basis only...."

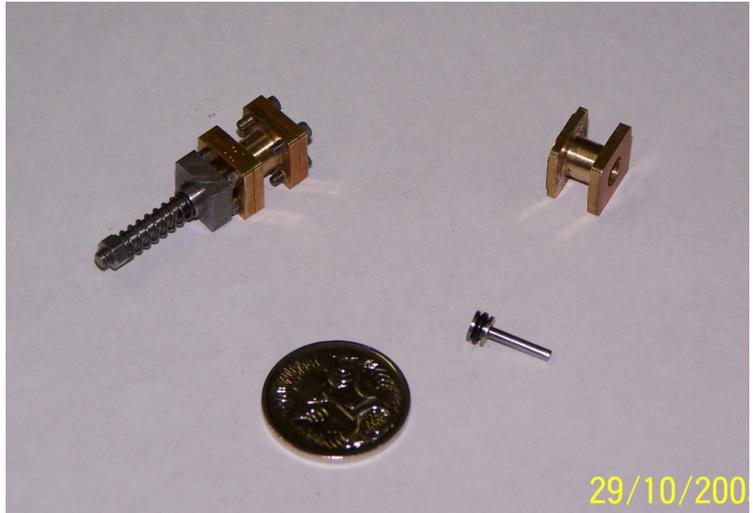
".... Steam engines which are not in a serviceable condition and due for condemnation are not to be retained in service, but set aside..."

That the majority of steam locomotives now in service fall into the category mentioned in the last paragraph is evidenced by the fact that since 1.11.66 sixty two (62) steam engines have been withdrawn in lieu of twenty two (22) diesel-electric units introduced.

It will be seen that far from steam engines being retained in service to assist in transporting the wheat harvest, sixty two (62) have been withdrawn against the receipt of twenty two (22) diesel- electric locomotives, since the commencement of the wheat harvest.

The number of steam engines withdrawn since my letter of 22.3.65 to 31.5.67, is one hundred and eighty six (186) whilst diesel units received in that period total seventy (70), in which figure is included the X.100 and X.200 class shunting tractors against which steam engines have been set aside at the same ratio as diesel-electric locomotives.

The very serious position envisaged in my letter to Mr.Heard dated 22.3.65 has positively arisen and much concern is felt at the inability of this department to meet traffic requirements. The difficulties associated with the retention of steam locomotives is realised but, even at this late stage, it will be appreciated if the condition of the steam locomotives, particularly of the 35, 36, 38, 60 and the standard goods classes, is closely examined and every possible steam locomotive retained in active service for as long a period as possible, even though there still remains fourteen (14) main-line and thirteen (13)



Max Gay's, 3½ inch gauge 38 class cylinder drains shown against a 5 cent piece. The piston O ring is from a disposable lighter.

branch line units of the current order to be supplied.

Would you kindly examine the position and advise if any assistance may be expected.

CHIEF TRAFFIC MANAGER.

Some assistance did arrive as steam hung on till the wholesale withdrawal from Broadmeadow and Port Waratah in late 1972 and official withdrawal of AD6042 in March 1973. Ed.

The City Railway

From the time of the first electric train in 1926 through to the opening of the harbour bridge in 1932, there were some interesting arrangements for the continuing construction of the city railway and shore lines, and the operation of trains in the completed portions. Details of the workings were contained in various circulars and these instructions have been extracted from Circular 171-8 St.

Several generations of Coleman's have operated their fairground style amusement ride. Here they are at the Railway Picnic at Penrith Lakes last December.



Birthdays.

Former member Les Thompson celebrated his 60th. birthday late last year. Here is a tune sung at the party. Music for "Morningtown Ride".

1. Train whistle blowing
Gives Les such a start
Someone blows the whistle
And nearly stops his heart.
He's snugged up in his blankets
When he should be on the road
For Puffing Billy's waiting
With a full and happy load.
2. Someone blows the whistle
Someone rings the bell
Leslie finds he's running late and
Has to run like hell.
Sees the train awaiting
Hollers out 'oh strewth'
Sorry that I'm late boys
You can blame it on Ruth.
3. We were rocking rolling riding,
Half the bloody night
When I heard that whistle blow
It gave me such a fright.
But now I'm on the footplate
I've got a head of steam
I'll let her roll to Emerald Lake while
I just sit and dream.
4. When we get to Gembrook
That's where the party starts
To celebrate the birthdays
Of these two ancient farts.
I wont reveal their ages
That wouldn't be polite
But now it takes all night to do
What they use to do all night.

the Platforms to call the people to the exit passages, and guide them to the street, also to light the way for passengers from trains which may be stopped in the tunnels.

At St James two (2) and Museum seven (7) hurricane lamps are to be available in addition to those issued to the members of the Staff on duty at the respective stations, and these lamps are to be utilised on stairways, or by the Guards and Drivers in the case of loaded trains stationary in the tunnels, for the purpose of guiding passengers to the Platforms.

Each station must keep, in reserve, one tin of kerosene oil (4 Gallons).

James to Central, issued 6 March 1930.

FAILURE OF ELECTRIC LIGHTING SYSTEM

Twenty (20) hurricane lamps and two (2) table lamps must be kept at St James and twenty-four (24) hurricane lamps and three (3) table lamps must be kept at Museum, each lamp being trimmed properly and filled with oil in readiness, for immediate use in case of failure of the Electric lighting system, and the following procedure must be observed.

Communicate immediately with Auto 452 for attention to be given.

Each member of staff must carry one (1) hurricane lamp.

The inward barriers must be closed immediately, and one employee (proceeding via the inward passage), located at each street entrance to prevent ingress. At Museum one employee must be located where the three subway entrances converge.

Booking Clerks, must be provided with one (1) hurricane and one (1) table lamp, and must remain in the Office, with the door locked.

Cloak room and Staff rooms must be closed.

One (1) table lamp must be provided in the Station-master's Office.

One employee must be stationed at each outwards barrier to direct the way out; and, as far as possible, guide the public past the stairs to the passages.

The remainder of the Staff must be allotted to the best advantage on

EQUIPMENT BOXES

In the event of a derailment in the underground an equipment box and trolley were provided at strategic locations. The rerailling equipment provided at St James, Museum and Central includes the following:

Four-wheeled trolley

Box of rerailling equipment, containing-

2 50-ton Norton jacks at St James

2 40-ton Trewhalla screw-jacks and operating levers at Museum and Central Stations.

2 pairs of Alexander rerailling ramps, with rail cleats complete, suitable for 100-lb. rails.

John Tulloch taking that perfect photo of a H and a Big J while Paul Taffa and Hunslet pass on the elevated.



- 4 Pinch bars
- 4 Shovels
- 2 Axes
- 2 14lb hammers
- 2 Chisel bars
- 4 Hand hammers, 2 lb.
- 6 Flat chisels.
- 4 Cross-cut chisels
- 6 Pin punches, assorted.
- 2 Adjustable railway wrenches
- 2 1-inch open-jawed spanners.
- 2 7/8- inch open-jawed spanners
- 2 3/4--inch open-jawed spanners
- 2 5/8-inch open-jawed spanners
- 2 25-ton Norton jacks
- 2 Tommy bars
- 4 Steel wedges.
- Iron packing (quantity).
- 1/2- inch chains and ropes

- 8 Hay ropes
- 2 Portable lights, with 60 feet of lead and one (1) Special Coupler for plugging into Train Control sockets.
- Soft wood packing-
 - 6 pieces, 12 inch x 2 inch x 3 feet.
 - 6 pieces, 6 inch x 12 inch x 3 feet
 - 24 Wedges.
- Hard wood packing-
 - 12 pieces, 10 inch x 4 inch x 2 feet
 - 12 pieces, 10 inch x 3 inch x 2 feet
 - 24 pieces, 6 inch x 1 inch x 2 feet
- 24 Old fish plates
- 6 1/2 inch iron plates (old buffer back plates).

Each Box is equipped with a coupler plug, similar to the E. P. Brakes Dummy coupler plugs on Electric trains, and to which are fitted two Reyrolle sockets.

When portable lamps are required, the coupler mentioned is to be inserted in the Red socket of the car nearest to the derailed vehicle, the portable leads then being plugged into the Reyrolle plugs.

Editor's Question:
What is a Hay rope?



Ray Lee and 3803 leads Lionel Pascoe and 3811 on a good load on the inner main on the January running day. The weed growth from recent rains and warm weather can be clearly seen.

Safety Notice. Elevated Track.

Please ensure that the carriage siding stub points are pad locked whenever the track is in use.

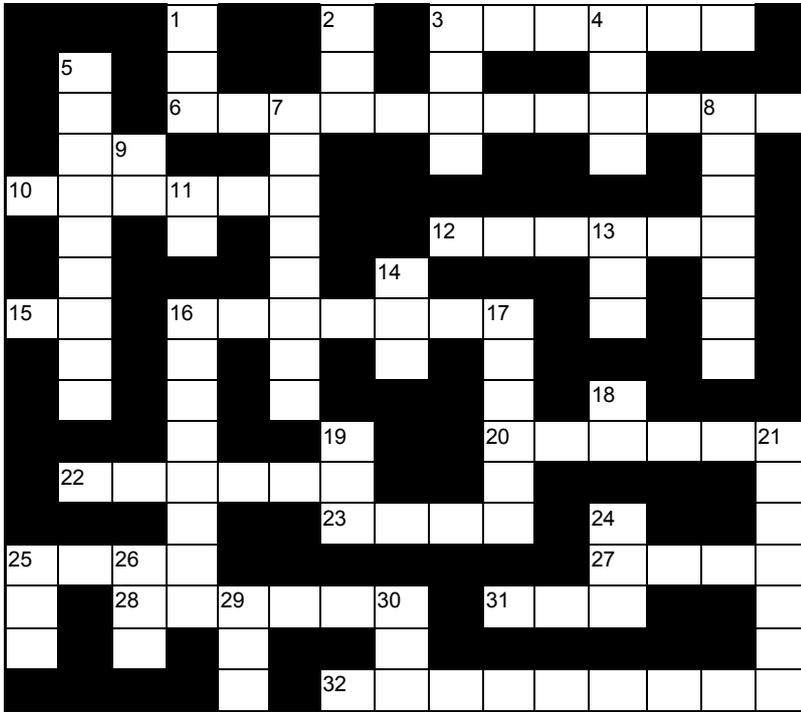
When using the elevated roundhouse always return the turntable to the approach road when drivers have transferred to their stalls or have moved off the turntable to the unloader.

An unusual point failure on the January running day necessitated replacement of the motor. The work was completed just before the gates opened!



The SLSLS Crossword!

The last issues crossword certainly presented some unusual challenges, not the least being a couple of extra un-needed clues, a left over from the previous crossword, and some odd shaped boxes! The mixed alpha & numeric was also novel! This issue's should be a lot more straightforward! Contributions for this page would be warmly received.



Down

- Rail Infrastructure Corporation
- 1 (initials, 3)
- 2 No Tim, a lovely sleeping car, (3)
Lots of this on the ground outback.
- 3 (4)
Remnants of burnt coal in the
- 4 smokebox.(4)
A sharp look out or a system to
- 5 keep awake (9)
- 7 White post beside the track.(8)
- 8 Non stop (7)
- 9 Not off (2)
- 13 A wire stay.(3)
- 14 Colour for 'On' (3)
A decorative top of a signal in
- 16 NSW (8)
- 17 The opposite to arrive (6)
- 18 "--directional" (2)
- 19 Modern type of signal (initials,3)
- 21 Not quite a railway (7)
A pile of sleepers placed under a
- 24 washaway (3)
- 25 Short for carriage (3)
- 26 Australian Model Engineering (3)
- 29 Supplies water (3)
- 30 Not Horse power but — power (3)

Across

- 3 Replacement for steam (6)
- 6 Used to be head of the Railway (12)
- 10 A decorative top of a signal in UK (6)
- 12 Maintains the track (6)
- 15 Australian National (2)
- 16 Carry on, no need to stop (7)
- 20 Get off the train (6)

- 22 Part of the wheel that keeps the wheel
- 23 A railway's usual financial result (4)
- 25 Popular fuel (4)
- 27 Runs on streets (4)
- 28 One and a half (6)
- 31 Railway (abbreviated,3)
- 32 V sets run these services (9)



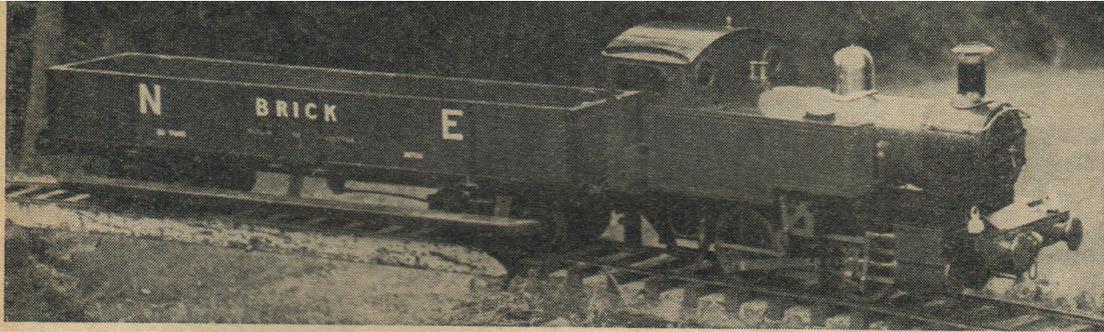
Left:
New warning
sign in the
ground level
loco depot.

Last Issues SLSLS Crossword Answers



The Way it Was

The Model Engineer for the 7 March 1963 contained an article from a Mr E. M. Graville lamenting the fact that no British club had yet adopted a 5 inch ground level track. Here in the colonies, we were ahead of our forefathers. The first ground level 5 inch gauge track in a Society in Australia was here at West Ryde. It was opened in October 1954 and it was a circle inside the first elevated track. Our track followed what was probably the first recorded Australian ground level track at Ted Herbert's property at Luddenham. If this is wrong, I am sure someone will correct me! Here is the article!



WHILE I have nothing but admiration for the work that is put into the many club tracks described in ME, the very fact that they all follow the same general pattern suggests that locomotive enthusiasts are getting into a rut. When and

DOWN TO EARTH, PLEASE!

where will some courageous club break away from the perpetual elevated type of track and investigate the possibilities of ground-level running?

In spite of all its virtues, the elevated track, unfortunately, never looks like a railway. The trucks, with their long stirrups, preclude the use of points (surely one of the most fascinating and desirable features?) and a club meeting, oftener than not, is a single-file procession, round and round and round.

The use of this construction was perhaps unavoidable in the early days when the 2½ in. gauge was most popular, and it may still be the only one suitable when several gauges must be accommodated. But with the ever-growing band of builders in 5 in. gauge, it is now possible to come down from the perch.

Ground-level running in 5 in. gauge is perfectly feasible. We do not need to be acrobats. Provided the track is properly laid, satisfactory safe running is assured and maintenance is simple. The idea is by no means original. Several garden

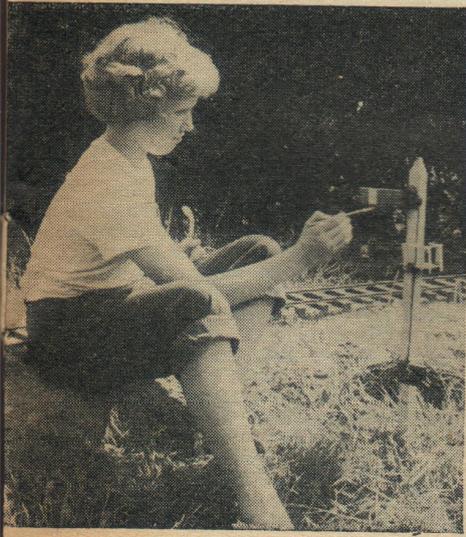
tracks have been described in ME, but, so far as I am aware, no clubs have followed up this method.

The club tracks which I should like to see would be enlarged versions of those built by our OO-gauge friends, with main lines, branch lines, passing loops, points, sidings, embankments, cuttings and so on. Of course, completely true scaling is impossible with over-scale drivers and passengers, but there are tremendous possibilities within the reach of the 5 in. gaugers.

While all sorts of difficulties would have to be overcome and much experimenting would be necessary, the result would be so novel and attractive that a new fashion in track construction might begin.

Many clubs, already possessing tracks, would think a change hardly worth while. But a band of enthusiasts starting from scratch, endowed with the pioneering spirit, and having the right opportunities, could build a real miniature railway that would be a delight to the eye and a source of great pleasure to themselves.

E. M. GRAVILLE.



Left:

Jim Mulholland with Jim Leishman's 10 wheeler seen here on the December running day with a good load on the elevated track.



Above: John Hurst jr with the rejuvenated & barking 4-8-2. Below: A 3 way meet on the ground level railway, including double 38s at the inner main platform!



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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.slsls.asn.au>

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

To ride on the trains, enclosed footwear must be worn.