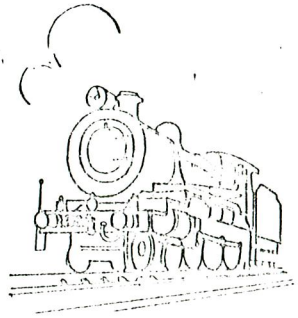


*Sydney Live Steam Locomotive Society*  
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*'Newsletter'*

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Editorial

Since the first edition of Newsletter we have experienced the most tragic event in the history of S.L.S./L.S. I refer to the complete destruction by fire of our Club building, when I say complete I mean with the exception of the brick walls.

This disaster took place on Monday 2nd April at about 2P.M. and resulted in the loss of four lawn mowers, four elevated track passenger trucks and all tools and supplies - the lot, also because of or as a result of, our electrical installation suffered a major short and took the full load from the local transformer, this caused failure of the aerial reticulation and also the underground feed to the generators and compressor house.

Our building and contents are covered by insurance but the electrical system is not and the replacement of this will be an expensive job, our insurance company were very prompt in dealing with the club building and reconstruction was under way in ten days, at the time of going to press this work is almost complete.

Although we can't afford it, we are taking the opportunity to make some improvements, first to extend the roof to give cover over the concrete apron and second to provide some facilities for our ladies who so valiantly have provided afternoon teas under conditions that are best not described. The change will provide a bench, sink and dresser complete with a fluk heater and power points - Members please note - the first one to put his dirty maulers or gear near the bench will cop it like the old fashioned farmyard chicken. Members will be provided with a washbasin in the 'Gents'.

On top of the fire our 22 year old water service also gave up the ghost this has been restored thanks due to our member George Floyd, electrical work is proceeding again thanks to Trevor Arney, there is a lot of work to be done here & we can get back into business and those who are taking a lead in the various avenues need the assistance of all the rest of us to help in this work so 'Pull up in our emergency and lets get the job done'.

CHARITY DAY - MAY

Members please note that we have been advised by the Childrens Medical Research Foundation (Ryde Auxilliary) that due to the disbanding of the group the Charity day which was to be the 19th May will not now be held, this is perhaps fortunate as the disruption of our facilities by the fire would have made it impossible to hold, it is intended to run as a regular Public Day but as the availability of power is in doubt all those intending to run should dig up the old discarded means of raising steam.

GARDEN POSTER

The loss of our fleet of lawn mowers has upset our roster but the work must go on and those members rostered should make every effort with their own equipment to keep our grounds respectable, it must be said that this is already being done by some. Every effort will be made to have new equipment available as soon as insurance is finalised.

Rosters are as follows:

APR: W. Richards, I. Ramsay, J. Logan, J. Sanford, G. Farkas, W. Campbell  
MAY: R. Wood, R. G. Wood, R. Larkin, P. Hinkley, B. Kilgour, G. Sharp  
JUN: H. Ball, H. Haynes, B. Potter, J. Hurst jun, E. Sweet, I. Somerville  
JUL: J. Davies, R. Lee, J. Hurst sen, P. Brochie, C. Hazelwood, K. GAFE

THE POWER DEPARTMENT

They say 'Got with the Strength' and that seems to be the way of things with new locomotive building, we have quite a long list of new construction thin our club some that I know of are as follows:

G. Sharp Buffing Billy 5", R. Larkin Freelance Atlantic 5"  
D. Cross N.S.W. 3A class 5", H. Haynes 10 wheeler pettycoat Junction 5"  
C. Gunning Atlantic 5", W. Richards N.S.W. 57 class 5"  
R. Lee N.S.W. 59 class 5", Les Thompson, B. Tulloch N.S.W. 50 class 5"

THE FOSAR DEPARTMENT CONT:

My 1-1/8" - 12" Consolidation is progressing but slowly this last 4-5 months, boiler is now complet and ready for lagging after the 'Inspector' has passed it, it has been mounted on the frames previously so a big step forward should take place soon.

Now the boiler of the 'J' a couple of weeks ago, it has been fitted with two arch tubes to improve steaming - will be interesting to see the result.

When Ray Lee starts on a job things start to move, he has already completed the tender for his 59 class and as usual it is a beautiful job, I will not be surprised to see the complete job by next Easter, so long as the Wedding bells don't make too much noise. I noticed at the Convention that Ray is training (pau) things the right way.

OUR EVENTS:

Wednesday May 12	Those on garden roster please turn up.
" " 19	Charity day cancelled, Public running.
" " 26	Working bee, lets get things going again.
Thursday June 5	Annual General Meeting and election of officers Starting time 7.30p.m. Church Hall, Rozelle
Saturday June 16	Notes: Subscriptions become due. Public Running Day.

THE ANNUAL CONVENTION ADELAIDE

Adelaide's difficulties to N.A.S.M.E.E. this year were not greeted with the best of cheer because of rain and cold - but the warmth of greeting by the N.A.S.M.E.E. members more than made up for the weather which as the weekend progressed did become quite calm during days for Sunday and Monday.

This year for I think the first time we had a representative from far away South Island that put in more miles on the track than any other half dozen, he also brought some excellent film of Castledare and also preservation tracks in England. These films were greatly enjoyed on the Friday and Saturday nights, many talk went over reasoning for bigger and bigger gauge tracks.

N.A.S.M.E.E. was well represented by the 'old brigade', Pres. Geo. Gunning with 'Wagonload', Bill Richards, Terry Geraghty, John Logan with 'Hetta', Jim Bedford with 'Thistle', John Hurst with the 'Mountain', Ray Lee with '32', Neil Campbell, Hamie James with '33' and yours truly and of course, not to forget, the ladies.

A total tally of 58 locos were present with two static exhibits and the beautifully detailed '36' by Keith Bradford in 5" gauge must warrant special mention, despite the weather conditions on Friday and Saturday the tracks were busy all the time.

Saturday saw some activity on the boat pond by Norm Fernich, G. Manning, Herb Grier, G. Campbell and Bill Norman. I was fascinated by Bill Norman's little 2" long row boat with the Mexican hatted midget badly rowing away out on the bring with various other craft chavving around, some under Radio control and other very much the opposite.

Sunday saw several excursions organised and otherwise, a number of the N.L.S. contingent had a very happy day at Victor Harbour guided by Keith and Daph Bradford, also the usual spate of visits to private workshops was on.

In Adelaide there is a lot of talk of ground level tracks both 5" and 7 1/4" and at locations other than Hillswood, what the outcome will be remains to be seen, say some very nice track and point work in 5" ready for such a project.

I had the pleasure of seeing more than one 7 1/4" loco in the making in particular a Highlander out at Elizabeth.

Next year we will be heading for Moorabin where the Steam Locomotive Society of Victoria will be our hosts.

A NIGHT TO COLLECT

Colo Vale 5" gauge ground level track, 1,200ft in length, located on the Nicolson, Pittersong Loop line 6 miles north of Mittagong.

Sunday March 18th dawned fine & clear, in attendance were Bob & Bill Richards, Emilee & Ross Skyle, Ellis & Barry Tulloch, Ann & Barry Potter, Marie & Jim Bedford, Fern & John Logan, Lorelle & Ron Larkin, Lorraine & John Mann, June & Trevor Angus, Ray Lee & Dimeo, Paul Prochie & Roslyn, Terry Geraghty, Lorraine & Barry Glover, Leone & Tony Scobie from I.L.S. Frank Smith & David Cree from M.A.S.O.S. and not forgetting Neil Campbell & Les Thompson as Shed Fireman & Fuelman. My apologies to anyone else who I may have forgotten.

The Sydney contingent arrived at about 11.00a.m. to find Ross Skyle had already consumed 2 tons of coal and 500 gallons of water keeping out of the way of the Blue Mountains Diesel.

After making a quick survey of the layout we started unloading the engines along with Bill & Terry's trucks. Next was an enjoyable lunch amidst pleasant surroundings then on with the afternoon running.

First out of loco was 3000 followed by J 483 & J. Logan's 'Hetta'.

Shortly afterwards 3813 & Ron Larkin's new "Atlantic" with Torry's Box shunting the yard.

An added interest for the visitors the Colo Vale boys steamed a 'Marshall Traction Engine, Dwyer Paxman Portable & also ran a vintage "Denia" fire engine around the paddocks giving rides to the children. There were plenty of other stationary exhibits to be seen including a 2ft gauge Krauss Loco, undergoing restoration, two 10 ton Steep Rollers and other portable engines.

Tony Scobie was also running his 1/3 full size "Simplicity" Roller.

Towards late afternoon we coupled all the rolling stock into a 12 car train with 3813 on the train as listed by 3290 & J483 pushing up the rear.

After leaving the station sidint the track rises steeply for about 150ft then curves sharply left through heavenly timbered country to the summit, an easier curve left brings us onto a long downhill straight past the racecourse siding on the left, the track increases again to the land mark which signals brakes for the lower curve to the left, the line then winds through pleasant tree land to the timber viaduct which crosses the edge of a large dam which is permanently polluted by 4 ducks & then on the grade steadily increases again past an ex Sydney Electric Tram Car which serves as a boarding house, Club house & kitchen, then on around a gentle curve to the right, past the roundhouse, to a short long grade then back into the station.

The station consists of a through road, relief loop and carriage siding. After a lot of those hair raising trips & the sun sinking slowly in the west thoughts turned again to food, which consisted of a delicious Bar-B-Q, prepared by our ladies to the accompaniment of fair ground music and illuminated by a genuine loco headlight.

It was a day that proved to be a most enjoyable day in the Southern Highlands, departing around 9:00p.m. very dirty and tired but well contented with the days activities.

We wish to warmly thank the Colo Vale boys for their invitation & hospitality extended to us on this day which we hope was the first of an annual event.

#### GENERAL NOTES:

'A.M.' Car badges are available, contact John Davies.

We need more passenger trucks, plans are available, contact John Hurst.

Had a note from Jim Graham in appreciation of the 'Newsletter', Jim is in

II Hospital with varicose vein trouble, hopes to be around in two or three months, all the best for a complete recovery Jim.

If we ever start a car club we have a ready made Rally champ in Eric Sweet, twenty two hours Sydney to Port Augusta, You'll break your nuddy neck one of these days Eric.

Had a most interesting visit from Ron Laws of the Otago Club in Dunedin, New Zealand, Ron and his son Peter spent the day with us and we heard with great interest of his club's doings. They are a Model Engineering Society and so cover all aspects of the game, they hold a week long exhibition during the last week in January (don't think they have takings of around 32,000 they are very financial and enjoy a fine commodious club house.

Sten Childs was at the track just before Easter, he had with him his brother-in-law Ray Brommer just returned from a long period in England. Hope that this is the forerunner of seeing more of you Sten, see that you don't get hoisted onto the tigers back again.

Members are invited to the Annual Open Day of the Australian Model Railway Association which is to be held at their Club Rooms on the 16th June from 10a.m. to 5 p.m., location is Chapel Lane, Rockdale, lunch will be provided at a minimal charge, there will be three 'HO' layouts and on 'H' scale in operation.