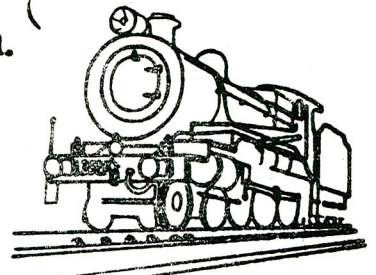


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May 1978.

Editorial.

Once again another Easter Convention has come and gone, a successful gathering of miniature locomotive builders and enthusiasts, who, with their families or individually travelled to Strathpine, Queensland, from as far afield as Perth. (more than 2,200 miles.)

During April we have had the Australian Miniature Locomotive Efficiency Trials, staged by the S.S.M.E. and an Invitation Day at our own grounds. These two events were very well supported and along with the Convention show the strength of our past time.

The Annual General Meeting will be held next month and thought should be given to the elections that will take place at that meeting. If the interest that has been shown over the past month or so continues then the S.L.S.L.S. coop. ltd., should have another successful year.

John Lyons.

Annual General Meeting

All members are invited to attend the Annual General Meeting to be held on Tuesday 6th June, 1978, at 7.30 pm. The venue will be the 1st. Yaralla Sea Scouts Hall.

The Club House.

The original committee, Trevor Arney, Don Jones and Graham Sharp are preparing plans and specifications for presentation to Council, we now wait for further developments.

Works Report.

At the April meeting Peter Dunn reported that 600 ft. of track had been prepared for the ground level duplication, about 350 ft. is still to be constructed.

The heavy rain over the Easter period has resulted in severe earth movement on the eastern bank. Work has started on the retaining wall as well as stop gap measures to prevent any more subsidence.

The signal box should start to take shape soon, much of the material has been obtained and will be moved to the grounds shortly.

The retaining wall at the Park Ave. end of the grounds has been completed for some time now, this, together with the removal of the privet, has made a big improvement to that part of the ground and has provided more space for parking.

Locomotive News.

"Puffing Billy", Graham Sharp's narrow gauge locomotive in 5" gauge was ready for the Easter Convention, it is a fine model and runs well. A few bits and pieces still have to be added to complete the dressing up.

Jack and Ted Esdaille are both hard at work on their new locomotives. Jack is building a 5" gauge outside framed 0-6-0 loco and had the chassis running on compressed air at the Invitation Day. Ted is working on a 5" gauge free lance 2-6-0 loco that should prove to be a good working engine.

Jim Hyde had the tender of his 3 1/2" gauge C 38 at the ground on the last running day. It is a nice piece of work and should complement its locomotive very well.

Alan MacKellar is making good progress with his finely detailed 4-4-0 American type loco, it was on display for the invitation day.

Easter Convention 1978.

written by Barry Potter

After some delay searching the back streets of Strathpine, I arrived at the Q.S.M.E.E. grounds and presented myself for registration. I was rather surprised and delighted at the extent of development of the track (5" and 7½" ground level) wound its way through the trees past a pleasant dam and included a very long high trestle bridge. A covered station with passing loop was provided and a small signal box stood alongside. An elevated 2½" and 3½" track was set inside the ground level track.

The attendance was good with several hundred people from several states attending over the four days. Western Australia was represented by several people and a 7½" gauge Loco from the Castledare Club was running. There must have been at least 40 or 50 locomotives present, varying from a little 2½" gauge G38 to a giant 7½" gauge Pacific.

The S.L.S.L.S. was well represented by Grahame Sharp, Mike Tyson, George Farkas, Bill Richards, Allan Mackellar, Ray Lee, John Hurst, Maurice Haynes and myself. Several S.L.S.L.S. members, wives and families spent some time at the grounds also. S.L.S.L.S. locomotives were D5902, 4613, D5201, Puffing Billy and Iron Duke.

The catering was first class with meals served in a large tent. Queensland members and families worked tirelessly from dawn till well after dark on all days and went to a great deal of trouble to make our visit a pleasant one.

Running was unrestricted and locos were on the track from early morning till late at night. One nasty accident marred the event when a heavy 7½" narrow gauge loco derailed approaching the bridge. The train could not stop and rolled onto the bridge for several feet and then went over the side. It fell about 8 feet and landed on the top of the smoke-box. Apart from breaking off the chimney, very little damage was done to the engine, but the unfortunate driver was not so lucky. He was taken off to hospital and had several stitches inserted in his knee.

The weather was rather a mixed bag, ranging from hot and sunny to very wet and stormy. Luckily though, only one day was really spoiled and most of the other rain was restricted to late afternoon storms.

All in all, a very enjoyable time was had by all and our Queensland friends must be congratulated for putting on a great show. Only one complaint. Thousands of huge, ferocious BLOODY MOSQUITOES.

Convention 1979 - Perth.

from Graham Sharp

Despite the rumours, Castledare will be "on" for the 1979 Convention and it will be the official convention.

Although it is early to be considering the next convention, it is suggested that if you have any thoughts of going west next year, now is the time to plan for it.

Some background information to help your planning has been provided at the A.A.I.S. Meeting in Brisbane by Castledare's Keith Watson and I would like to pass it on to you now.

Easter next year will fall on Friday, 13th April 1979. Castledare Society is doing everything possible to ensure the convention will be a success, including the laying of ½ mile of 5" gauge ground level track in conjunction with existing 7½" track. Smaller gauges will not be available for the convention.

However, don't let that stop you from going. 7½" gauge locos will be freely available for you to try your hand and everything possible will be done to make your trip worthwhile. The 7½" gauge system is quite something and well worth seeing.

Regarding accommodation:

1. Castledare Boys' Home will make their dormitories available over the Easter weekend for conventioners (presumably at no cost).
2. All who write and advise their requirements by 1st September 1978 (hence the early planning) will be able to have billets arranged for them by the Castledare Society to ease the cost of "the big trip". Billeting may not be at the home necessarily.

3. There will be camping on the capacious grounds and caravans will be allowed on site also.

Keith recommends you make the trip into your annual holidays and see some of the west while you are there, particularly the south eastern area. After all, it is a long way to go (5000 miles round trip).

Cohuna Society, 10 miles out of town, has a new 7 $\frac{1}{4}$ " layout out and they will be inviting the conventioners to their grounds on the Wednesday after the convention - free chow and they say there is a bird sanctuary there which will be of interest (smoke 'em out?).

So you want to take a loco? Keith sent 'Heidi', his 7 $\frac{1}{4}$ " 0-4-2 across to Brisbane by finding a trucking company wanting back loading to the east. Cost him \$80 and a few beers. Eric Evans received it for him. Castledare will happily receive and care for your loco also prior to your arrival, should you want to copy his technique.

For all those who are considering going, mass transport is being looked at for us by Cec Gunning and by indications at the April meeting, as many as 20 members might be thinking of going along.

If you are this way inclined, and are interested in a bus or bulk-buying of an Indian Pacific carriage, please see me and give me your likely numbers so that negotiations can be started with a view to getting favourable rates of travel.

I think driving such a long distance is only for the hardy. Flying is cheaper than the train now. Bus will probably be the cheapest way to go.

A booklet will be left at the grounds for you to look at. It gives the history of Castledare if you care to read it.

Well, that should help you to "get planning". Don't forget to let me have your tentative bookings for the bus, plane, train.

1978 Australian Miniature Locomotive Efficiency Trials.

The 1978 Australian Miniature Locomotive Trials were held at the S.S.M.E. grounds on Sunday, 23rd April. A good crowd was in attendance and were able to see some fine displays of locomotive driving. Here is a brief summary of the day's run.

1. Barry Glove with 3290 lost steam after about 4 laps, but ran well after a short stop. Load: 3037 lb; Coal used: 2.656 lb; Efficiency: 0.949%.
2. This was the 3 $\frac{1}{2}$ " 4-6-2 Locomotive of Sam Hines, S.S.M.E., a beautifully built and finished model of the Thompson rebuild of the A1. It is based on L.B.S.C. Hiellan Lassie and made as close to scale as possible. Some confusion with the load resulted in a difficult attempt to start. The load was reduced and then reduced again. Much time was lost and the run did not do the Locomotive justice. Load 1350 lb (final); Coal used: 1.5 lb; Efficiency: 0.391%. The driver was Eric Hines.
3. David Archbold of the S.S.M.E. with his 3 $\frac{1}{2}$ " gauge C32 class Loco were the next to run. A load of 1339 lb was got under way and a steady run followed. David used 1.781 lb of coal and had an efficiency of .876%.
4. The 3 $\frac{1}{2}$ " gauge Victorian Railways "R" Class locomotive of John Griffith W.D.L.S. was next. This is a well-built model, completely fabricated and is well finished. John took a load of 1796 lb, he used 2.406 lb of coal and had an efficiency of 0.905%.
5. Maurie Haynes of the S.L.S.L.S., driving his 3 $\frac{1}{2}$ " gauge C38, now owned by Mal MacAulay also of the S.L.S.L.S., took a load of 1845 lb and soon had it rolling at a good speed. 2.25 lb of coal was used and the efficiency was 0.992%.
6. Col Wear started with his 4-6-0 C35 class Loco but had to retire due to steaming difficulties.

7. Ken Mallinson of the S.S.M.E. drove his 3½" 0-6-0 "Rob Roy". Ken took a load of 916 lb and had it moving well. A shovel overboard caused some anxious moments but it was returned with a perfect relay change and Ken went on to finish his run. 1.672 lb of coal was used and an efficiency of .613% resulted.
8. The 3½" gauge 4-6-2 of Arthur Mears set off steadily with 2985 lb behind the tender. This was a good run, using 2.969 lb of fuel to give an efficiency of 1.135%.
9. Barry Potter of the S.L.S.L.S. with 5" gauge 5201, got away well with a load of 3720 lb. This run covered the greatest distance of the day and used 4.188 lb of coal. This gave an efficiency of 1.547%.
10. Eric Hines S.S.M.E., driving a 3½" gauge Juliet, got away with a load of 1325 lb, a fine example of what a small, well-worn locomotive can do. During the run, 1.797 lb of coal was used and the efficiency was 0.397%.
11. The 0-6-0 "Ann", built by Arthur Mears and owned by Greg Young, B.M.R.S. set off with a load of 3009 lb. This was a good run using 3.641 lb of fuel to give an efficiency of 0.768%.
12. Last year's winner, Warwick Sandberg of S.L.S.L.S. set off with a load of 2677 lb and soon settled in to a steady run. A stop had to be made to build up steam, but the locomotive was soon under way again and lapping at a steady rate. Warwick fired the loco very carefully and only used 1.906 lb of coal to give an efficiency of 1.743%.
13. Ross Style was now underway with a load of 3714 lb behind his L.B.S.C.R. Atlantic 5" gauge. This was a faultless run, Ross seemed to hardly touch the Locomotive. He used 2.75 lb of coal and had an efficiency of 2.046%.
14. Dennis Hamilton of the I.L.S. was to make the next run but a faulty snifting valve (at first thought to be a failed super heater element) caused him to withdraw.
15. Stuart Moss of the B.M.R.S. drove the 5" gauge 4-6-0 P.B. 15 of Neil Cram. Stuart took 3616 lb and had a good run despite a brief stop to fix a water pump. 5.156 lb of coal was used and the final efficiency of .823% resulted.
16. Last run was Arthur Mears again, this time with his 0-6-0 5" gauge tank engine hooked up to a load of 3454 lb. This was a good steady run, using 3.078 lb of coal to give a result of 1.615% efficiency.

The final figures gave Ross Style first, Warwick Sandberg second, Arthur Mears third, with Arthur Mears (4-6-2) best 3½" gauge locomotive.

Credit should go to Keith and Arthur Mears of the S.S.M.E. for the part they played to make the day such a success.



We may need a sign like this at the southern end of the ground near the big gum tree.

Rostered Train Day.

Early morning rain held up the start of this run and so the whole timetable was put back one hour. All went smoothly with Chief Traffic Officer Les Thompson keeping everything under control. All involved commented on the fine job done by Les and he tells me that the next rostered train day (or night) will be even better.

East - West Express.

By the time you receive this Newsletter the East - West Express will have run. A full report will be published in the next Newsletter.

Invitation Day.

For a change we had another fine Saturday and a great roll up for our Invitation Day, the first inter-club day for 1978. A very large number of people were in attendance with about forty locomotives, ranging in size from a 3 1/2" gauge "Titch" to a 5" gauge "Mountaineer". There was plenty of action on both tracks as well as lots of talk.

A very successful day all round. Our thanks goes to the Ladies of the S.L.S.L.S. who provided afternoon tea and to the members of visiting clubs, who, by their presence, made the day as good as it was.

Charity Day.

The charity day that was to be held on the first Saturday in June will not eventuate. It may be held on the first Saturday in December.

New Arrival.

Congratulations to Elizabeth and Barry Tulloch on the recent arrival of their daughter, Susan.

Overseas Visitor.

Through my article on the 1977 Australian Efficiency Trials published in the Model Engineer I was contacted by Eddie Hazel, a member of the Andover Club in Hampshire, England. Eddie is with British Airways and is based in Sydney for a short time. He was able to attend the recent Invitation Day and was favourably impressed by the standard of our locomotives and facilities.

Duty Roster.

- June '78. B.Hurst, B.Tulloch, A.Eyre, L.Thompson, J.Hyde, M.Yule.
- July '78. W.Edgecombe, P.Brotchie, J.Logan, G.Esdaile, C.Wear.
- Aug. '78. T.Arney, C.Gunning, J.Esdaile, E.Esdaile, G.Parkas, M.McAulay.

Members for the Gate Roster will be notified by the President.

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The sympathies of the Society are extended to John Singline following the loss of his Wife.

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