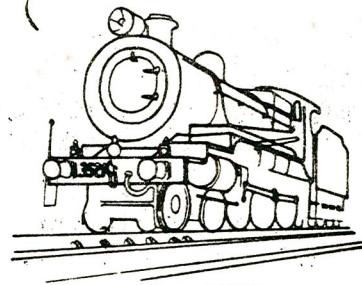


Sydney Live Steam Locomotive Society

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Newsletter
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'Newsletter'



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Editorial.

The 1979 Convention has come and gone and with it a new venue has joined the ranks of the traditional Convention meeting places. The Convention, held for the first time in Perth, Western Australia, was no less successful than any of the previous Conventions held in the eastern states.

The Annual General Meeting of the Society will be held on Tuesday 5th of June at our usual meeting place. All members should try to attend this meeting, after all, if a convention can be successful in Perth then getting to our own A.G.M. should not present any great problem.

With this Newsletter I have included the second set of A.A.L.S. Coupling sheets. I should point out, however, that this topic, ie., couplings, took up a considerable time at the A.A.L.S. Meeting in Perth and this, together with the experience gained from an incident during the running of the second division of the East West Express means that the issue of couplings will need still more thought.

John Lyons.

1979 Convention - Castledare.

by Don Jones.

This year a massive trek to the west for a first time ever Convention in Western Australia. They came by car, truck, plane, train and ship, eighteen Societies being represented.

It came as an eye opener to all of us from the eastern states, this massive miniature railway nearly a mile long consisting of two considerable stations and three signal boxes operated in true railway fashion.

Castledare have a variety of locomotives, from narrow gauge types to main line. We saw many locomotives under construction both steam and diesel types, one diesel would weigh nearly a ton when finished. The locomotive shed has a depressed floor so that externally it appears to be nearly scale to the locomotives using it, while inside there is plenty of standing room. The rail head is about 2'-6" above the floor, this makes it easy to service the locomotives under cover.

There are numerous tunnels and bridges with one level crossing. The 7 $\frac{1}{4}$ " gauge track is in the form of a squashed circle with a large balloon at each end. Castledare has several matched sets of cars in their rolling stock and they look very attractive.

John Wakefield from South Australia had his big mallet there after a rebuild. It appears to be going well and while it is no speed machine it looks as though it would pull the side off a hill.

Ten representatives from S.L.S.L.S. were there some of them with their locomotives. Maurie Haynes with his 30 class and Jeff Sorenson's 30, Mal MacAulay's C 38 and John Hagans new 7 $\frac{1}{4}$ " gauge "Gooch" recently imported. Barry Glover had his P class and Joe Huntley from Newcastle drove it. Maurie Turners "Brittania" was also there.

We were all impressed with the ease with which the Castledare rolling stock moved and the comfort in the cars themselves.

There are now 31 Societies registered with the Australian Association of Live Steamers through out Australia. The A.A.L.S. meeting was protracted, meeting on Friday night and Sunday morning, a fair amount of business was concluded.

Apart from a few problems at the beginning the catering was well handled by the ladies of the host Society. I think just about everybody who was there enjoyed themselves very much, the weather was good except for the Sunday when it

cont. over.

Convention Report. cont.

rained in the morning, but this did not dampen the fun. The Governor of Western Australia paid a visit to the track on Sunday afternoon and drove one of the Castledare locomotives.

Visits were arranged to another 7 $\frac{1}{4}$ " track at Gohuna nearby and an early morning flight to Mt. Newman to see " Pendenis Castle " in action.

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I would like to thank Don for this comprehensive Convention report.
Ed.

East West Express, Second Division.

On Saturday 31st. March the second division of the East West Express was operated over the elevated rail track of the S.L.S.L.S. The object of the run was to move a load a distance of 40 miles in a period of eight hours (20 miles down and 20 miles up). A change of locomotives would be made each hour. This called for an average speed of 5MPH.

The elevated track is 1220 ft. long and is equipped with four sets of stubb points allowing entrance to a loop and cross over to the main line and entrance to a siding for the car shed.

For the purpose of the run the 40 miles were divided into eight locomotive divisions. Each division being 22 laps, a total of 26,840 ft. The time table allowed for 55 minutes running time and 5 minutes for engine change. Water stops were allowed as needed by the drivers.

The load to be moved was 3,250 lb and required double heading for 5" gauge locomotives and perhaps assistance from a third banking engine. The club trucks were loaded with 56 lb. cast iron weights and bags of blue metal.

Train crew consisted of two drivers, a fireman and a guard. The fireman should attend to the watering of the locomotives and the coupling and uncoupling at engine changes. He should also assist the driver when needed.

The guard should record in his note book a register of locomotive numbers, driver's names, starting and stopping times and any incident that occurred during his time. The guard will also give the right of way at the scheduled time of departure. The platform clock was clearly visible to the train crew and a lap counter was also provided.

Engine changes were carried out in the approved manner. The relief engines were to be ready 5 minutes before departure time and were positioned so that the train engines could be uncoupled and go directly to loco. The fresh motive power could be coupled without loss of time.

A locomotive roster board was prepared and displayed in the loco depot area so that the drivers could see when they were needed.

The station master was engaged to control the train operation and to record the timing of the train and any details of a relevant nature in a station register.

The down run was in an clockwise direction and the train faced a grade of 1 in 75 on the west side of the track. The up journey had to contend with a grade of 1 in 100 on the eastern bank.

The down run was tabled to leave at 12 noon but due to late train marshalling departure time was some 10 minutes late. The locomotive incharge was 5904, driver Ray Lee and Jack Esdaile 0-6-0 banking. Due to the derailment of the bank locomotive a number of times it was replaced on lap 13 with 5901 driven by Barry Glover.

Division 2 set off with 5901, Barry Glover and C 3812, Mal MacAulay, problems were encountered with riding trucks and 3812 failed and was despatched light engine to the nearest loco depot. 5201, Barry Potter, was assigned to assist and some brisk running followed with this combination. Division 3 5201 and 3220, American 4-6-2, had this run well in hand. Stops were made for coal and water and the guards register notes that one minute was lost due to electric locomotives in the section. Division 4 was electric hauled, 4613 Mike Tyson and 72 Terry Geraghty. This combination was running well till a serious derailment on the southern curve saw both locomotives off the track, the train however remained on the track and no injuries were recorded. The guard noted that this division was cancelled and buses were arranged to convey passengers.

East West Express. cont.

Locomotives were returned to the track and 72 managed to haul 4613 to the depot for out of course repairs. 5904 was despatched from loco to recover the train.

The train was now turned around and the up run got under way, this was division 5 and was easily handled by 5904, Ray Lee, and 3142 Jeff Sorenson. Stops were only necessary for water and coal.

Division 6 saw 3808 Jim Hyde assisting 5901 Barry Glover, these were banked by 16 Jack Esdaile. Only stops were for oil, water or coal and good running was reported. 5201 and 3142 were in charge for division 7 good time was kept and only one stop was needed for fuel.

The run was completed by division 8. 4613, returning to duty after repairs was banked firstly by 5201 and then by 3142 with driver Les Thompson. This change resulted in a 7 minute delay, but other than that good time was made.

The run finished at 9.23pm a very good effort considering the late start and the time lost with the derailment in division 4. The exercise was enjoyed by all who took part, Mike and Terry might have other thoughts, and thanks should go to all who assisted. Special thanks to Cec. Gunning for his organisation and also for his help in putting this report together.

Coupling Questions??????

This question generated much discussion at the recent convention. Looking at the original A.A.L.S. coupling standards that have been published in this Newsletter and the Dec.1978 Newsletter it is interesting to consider the events of the derailment mentioned in the previous article.

Mike Tyson's 4613 was train locomotive and Terry Geraghty's electric was pilot. The 46 was under dynamic braking, a condition that tends to straighten the bogies. On leaving the track the coupling shank between the 46 and Terry's riding truck failed as did the shank between Mike's truck and the train. 4613, Mike and the riding truck left the elevated track and landed between the fence and the track. The train, still on the track, continued and hit Terry who was now under brakes and he suffered a similar fate.

Had the train followed Mike off the track 56 lb. weights would have been thrown around and one would hate to consider the results. If the couplings had been to the published standards they probably would not have failed. Therefore do we want to keep the locomotive coupled to the train at all times or is it sometimes safer to have the coupling fail ?

????????????????????????????????????

Lost Property.

The following items are at present in the club house. They will be disposed of if not claimed soon.

- Childs Jumper size 26 Maroon with yellow and green stripes.
- Childs Green Cardigan hand made fit about 24"
- Blue Beanie red and white striped.
- White canvas hat. Brown glasses case, Blue King Gees size 5R.
- Tupper ware cereal containers. Umbrellas one gents, one yellow ladies.

General News Items.

Both inner and outer ground level tracks are now in service. Station fencing has been extended and the layout looks very impressive. Our thanks should go to those members who have worked hard on this project.

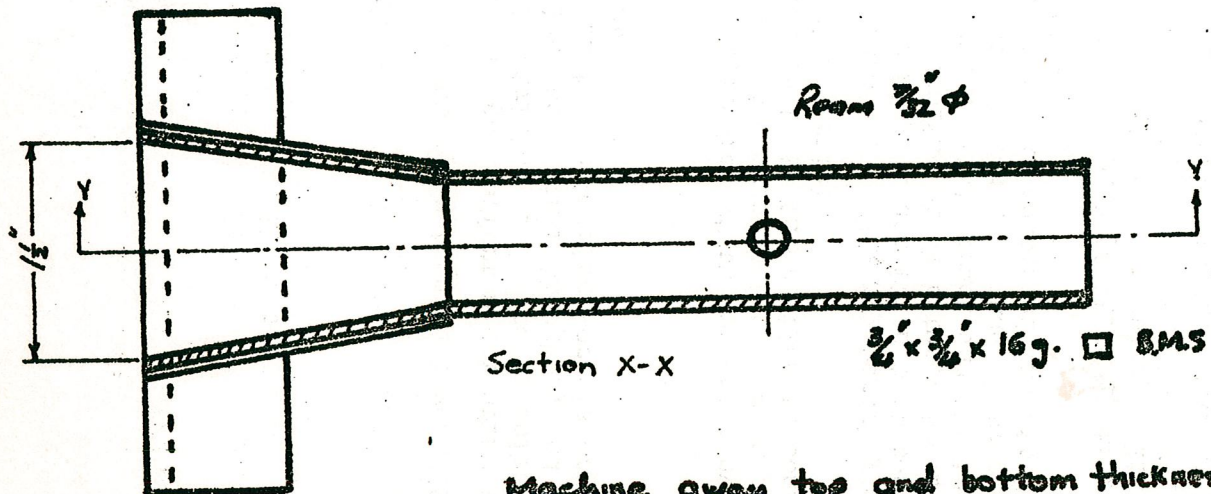
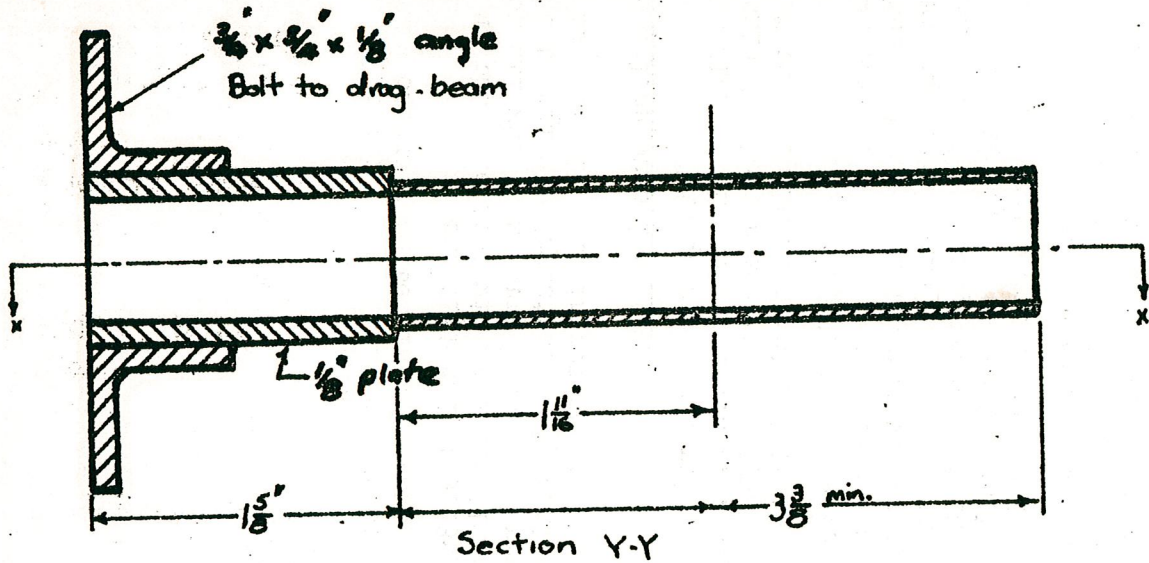
Ted Esdaile's 5" gauge 2-6-0 has been in steam and should soon be in regular service.

A Charity Day for the Crowle Home will be held on Saturday 6th. October.

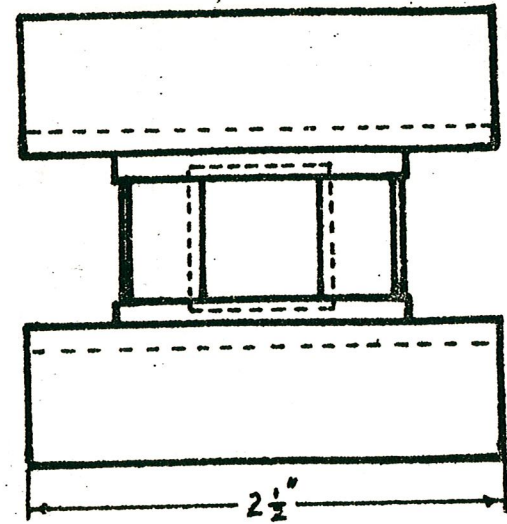
Cakes are always needed for the afternoon teas on public running days.

Duty Roster.

- Jun. '79. M. Haynes, J. Sorenson, B. Potter, W. Hamilton, P. Dunn, B. Courtenay, K. Sewell.
- Jul. '79. J. L. Hurst, J. Davies, R. Lee, N. Campbell, P. Shiels, J. Lyons, V. Lipari.
- Aug. '79. B. Hurst, B. Tulloch, A. Eyre, L. Thompson, M. Yule, J. Hyde, B. Rawlinson.
- Sept. '79. W. Edgecombe, P. Brotchie, G. Esdaile, W. Allison, B. Donovan, B. Peake, J. Leishman.



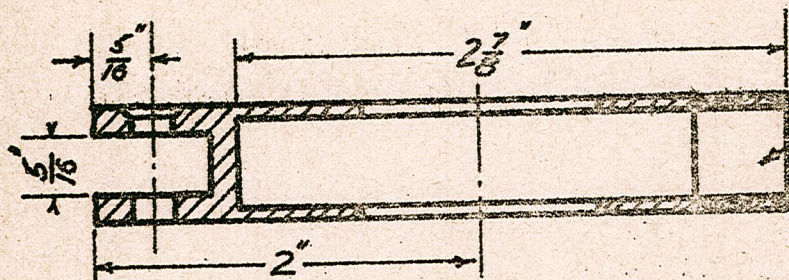
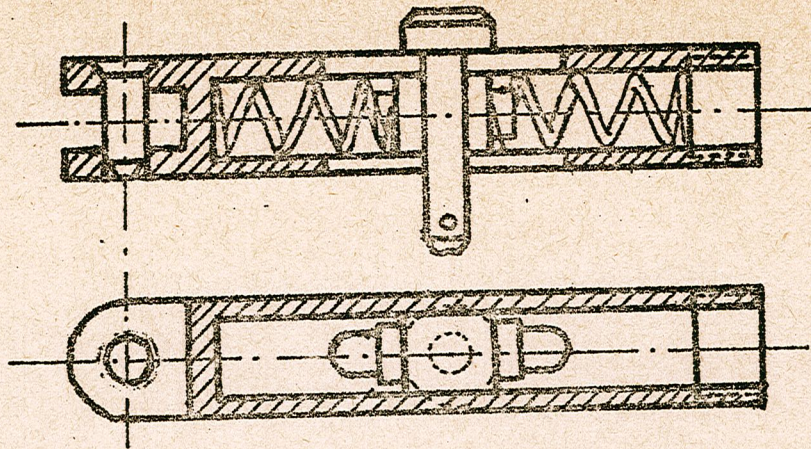
Machine away top and bottom thickness of tube. Open sides to required width. Silver solder or weld $\frac{1}{8}$ plates top and bottom plus $\frac{3}{8} \times \frac{3}{8} \times \frac{1}{8}$ mounting plate.



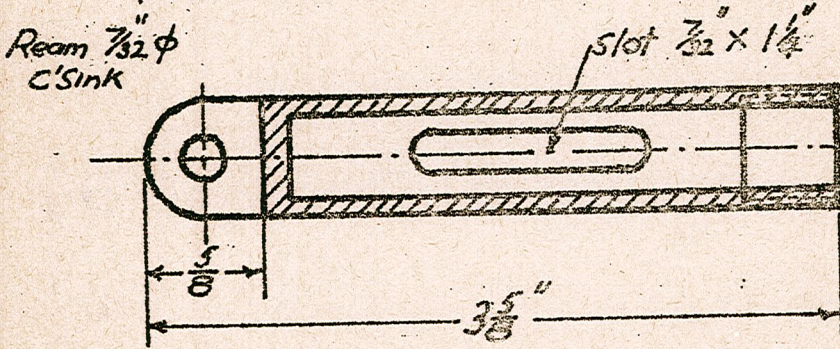
A.A.L.S. Ground level Rolling-stock
Automatic Couplers

Coupling Pocket
Detail

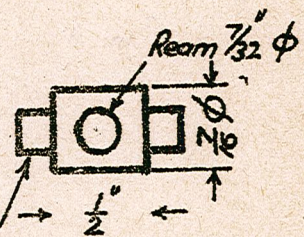
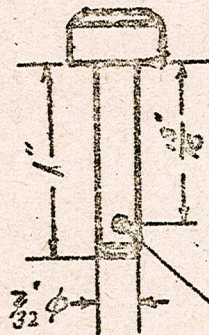
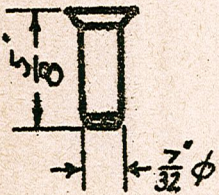
Drawing No. 009/77



Drill $\frac{7}{16} \phi$
Top $\frac{1}{2} \times 26$ TPI
Fit plug $\frac{3}{8}$ long



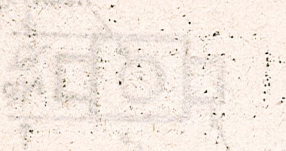
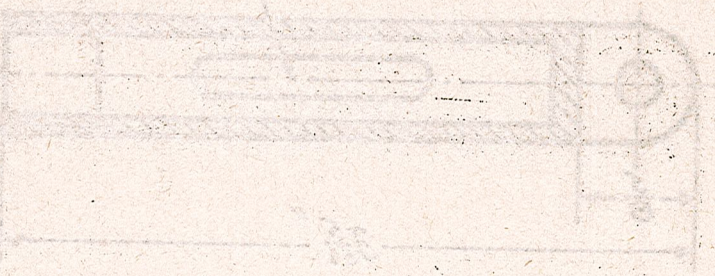
Draw bar $\frac{5}{8}$ square B.M.S.



Spigot to fit Springs

Drill $\frac{1}{16}$ Fit $\frac{1}{16}$ Split pin

A.A.L.S.
Automatic Couplers
Ground Level Rolling Stock
Coupling Draft Gear
Drawing No. 007/77



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