

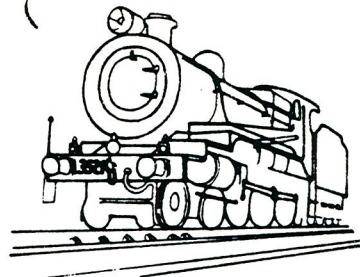
Sydney Live Steam Locomotive Society

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

Newsletter
Correspondence.
The Editor,
P.O.Box 124.
West Ryde. 2114.
N.S.W.

'Newsletter'

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The Easter Convention.

The Easter A.A.L.S. Convention for 1985 was held at the grounds of the Lake Macquarie Live Steamers at Edgeworth near Newcastle. The weather over this Easter period must have been the best early April weather we have enjoyed for many years, the days were hot and sunny and the nights not too cold.

Registrations indicated a roll up of 500 Live Steamers including families and friends bringing with them 120 locomotives from 3 1/2" to 7 1/4" gauge. The grounds were able to cope with this crowd as there was ample parking for motor vehicles as well as areas for tents and caravans.

Since the last Convention held at Edgeworth in 1975 the members have worked hard to make extensive improvements to their track. While the 3 1/2" gauge elevated track remains unchanged the ground level track has been extended to a run of 9000 feet. A large percentage of this track also caters for the larger 7 1/4" gauge. There are also two additional loco depots, one for 5" / 7 1/4" and one for diesel / electric locomotives. The large fleet of locomotives were handled well by these facilities.

The 0-4-0 saddle tank locomotive, full size, that was there in 1975 was missing. It had been removed some time back to eventually return to service to run at the Richmond Vale Colliery Museum Site.

As one would expect there were many fine examples of the work of model engineers in this country. Something very different was a 36 wagon long N.S.W.G. R. goods train. The wagons belonging to Warrick Sandberg, Bob White and Barry Glover. This train was hauled by many locomotive combinations during the convention, on the Sunday morning while I was there Jeff Sorenson's C 30T was coupled to a black C 36 class, the lot made a very impressive spectacle.

Another 5" gauge C 36 class locomotive this time in green and carrying a Newcastle Flyer headboard was awarded the Bolton Trophy as well as the SSME Award for the most popular locomotive at the Convention. This beautifully finished model was built by Kevin Pippin of the Blue Mountains Society.

Also on display were two steam launches, by the Sunday only Col Wear's was there, with its varnished planks and polished brass work it was a real attraction.

As we have come to expect the hospitality of the Edgeworth members was of its usual high standard. A good number of SLSLS members attended over the period of the Convention.

I would like to thank Ray Lee for his help with this report.

In the week after Easter our grounds were opened on one day for some of the Convention visitors on their way home. This day was enjoyed by many visitors as well as the SLSLS members who could attend.

Inter-Club Visit.

The visit for this half of 1985 will be to the Blue Mountains Railway Society at their track at Glenbrook. This event is rather special for the Society as it will mark the 21st Anniversary of the Club, to mark the occasion there will be a special award of the B.M.R.S. Trophy. The Society would appreciate a good roll up. Any details could be had from Alan Mackellar.

CROWLE HOME CHARITY DAY

This charity day will be held on the first Saturday in September, that is Saturday 7th September.
Try to keep this day free.

Works Report.

Prepared by Bernard Courtenay.

The new roundhouse Weldmesh fence has been completed and it looks a very professional job. Work is progressing on the retaining wall around the inside perimeter of the fence. This has entailed digging out for footings and laying several courses of bricks.

Some members have been quietly and steadily working on jobs over many weeks - jobs that may go un-noticed but ones that need to be done. For example, the repairs to the elevated track concrete beams and a number of drainage jobs around the track. In addition, there is usually someone pruning, clearing, planting and doing those sort of jobs that keep the park in good order.

Remember the flood ? Well some parts of the G.level track are showing signs of the " day after ". It was pointed out that the bottom curve on the inner main has sunk a little, making it quite a job pulling trains out of that section. A ballast train took possession of the section to rectify the matter. There are other spots that require attention as the track settles.

The signal box wiring is complete. Almost every week end finds someone flat on his back wiring the console, but I am told it is now finished. Components for the three - aspect colour light signals have been supplied through the good offices of a certain member and work will probably be started soon on the setting up of the first of these. Thoughts have been given to including a few "scale" semaphores (the lights are $\frac{1}{4}$ full size) in the system. Any ideas ?

A lot of sweat has been expended by the electrical team lately and especially by the Chief Electrician, in setting up the new ground lights. If you find yourself waist deep in a slit trench while wandering about the grounds - they probably dug it. (they are covered though) I will leave the technical reporting to Trevor A.

P.S. I trust that these works reports do not pre-empt anyone writing their own reports. I do not pretend to know everything that goes on around the place and I am sure that the Editor is only too happy to fill up the Newsletter with News.

Duty Roster.

June '85. B.Hurst, B.Tulloch, A.Eyre, M.Yule, J.Hyde, B.Rawlinson, T.Esdaile.
 July '85. W.Edgecombe. G.Esdaile, W.Allison, B.Peake, J.Leishman, J.Murray.
 Aug. '85. T.Arney, G.Farkas, P.Dunn, M.Tyson, A.Mackellar, H.Ryan, K.Gapes.
 Sept. '85. W.Richards, I.Ramsay, T.Geraghty, W.Sandberg, J.Hagan, A.Cottrell, H.Spencer.

Special General Meeting.

The June meeting will not be the occasion of the A.G.M. as in previous years. The A.G.M. will be held in August. The June meeting will, however, have some important business to discuss and as many members as possible should try to be in attendance.

Items of Interest.

Our treasurer, John Hurst, is, at this time on a world trip, we hope he has an enjoyable and safe journey.

Ted Esdaile had his new 5" gauge "Enterprise" out for its first run on the last running day, as we would expect the locomotive runs just as well as it looks. Since then Ted has not been well so we hope we see Ted and "Enterprise" at the grounds soon.

Barry Tulloch's B.P. finished D50 class is taking him around the tracks at a much more sedate pace these days, C3813 has been set aside pending major rebuilding.

Ron Larkin will have his new C35 class out for its first run once he sorts out the transportation problems that come with building larger 5" gauge locomotives, hope to see it at the grounds soon Ron.

Editorial.

The length of the Newsletter is directly proportional to the number of members who contribute to it. In the works report Bernard puts in a plug for extra items of news or general interest. How about it.

John Lyons.

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