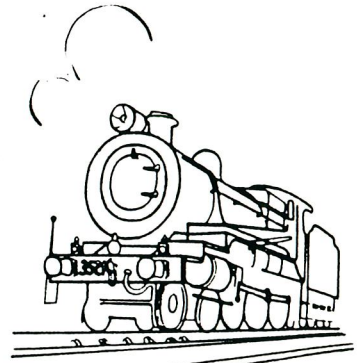


Sydney Live Steam Locomotive Society
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Newsletter
Correspondence.
The Editor,
P.O.Box 124,
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N.S.W.

'Newsletter'

Vol. 20 No. 2



May 1992.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Society will be held on Tuesday June 2nd in the meeting room at our grounds at West Ryde. All members are invited to attend this important event in the Societies calendar.

1992 Convention. Reported by R.W.Allison.

This year the Convention was hosted by the Tullamarine Live Steamers in Melbourne. There were 120 locos listed which included 8 $3\frac{1}{2}$ " gauge, 80 5" gauge and 30 $7\frac{1}{4}$ " gauge, plus 2 traction engines.

The Club had a welcoming supper on the Thursday night where it was standing room only in the clubhouse. My two boys showed an obviously ability to overcome the crowd and crawl between all the legs to get to the food. I ran on the Saturday and Sunday with my "V" class, while John Hurst and his 4-8-2 galloped around on Sunday. George Farkas had "Iron Duke" on the elevated track and Geoff Sorrensen and family also attended.

With all those engines, steaming bay space was at a premium, although everything seemed to work out OK. There were three steaming up bays (plus a small one for $3\frac{1}{2}$ " gauge near the elevated track.) Once on the track the run seemed to go on for ever. The circuit around the grounds (5" and $7\frac{1}{4}$ " dual) tended to be full of locos but the traffic moved well and once out the gate there was a considerable length of track out in " the paddock. "

Within the grounds was a large covered station area (the concrete floor and large roof gave ideal conditions for blowing the whistle.) The track layout was not obvious to me for quite some time, a diagram would have helped, and I think it was not until Saturday afternoon that I had managed to find my way over all of the trackwork. To give some idea of the extent of the trackwork both John and I ran most of Saturday, but we only saw each other a couple of times.

There is no doubt that the $7\frac{1}{4}$ " gauge ,narrow gauge locomotives dwarfed most else. The trophy went to a $7\frac{1}{4}$ " gauge 2-4-2 + 2-4-2 garratt with walscharts gear and poppet valves. This looked very nice and ran sweetly, but I did not hear it puff.

I blew a gauge glass late on Friday night which put paid to any thoughts of a night run as the steam affected the electricals, but my emergency kit affected the repair, and the engine ran well the rest of the time. I was towed back to loco by Eric Evans' Queensland $7\frac{1}{4}$ " gauge BB18 $\frac{1}{4}$.

Most of the congestion occurred due to shunting on and off the track taking place on the main line and perhaps an " arrival road " and " shunting neck " would facilitate things there.

The host Club were very friendly and things seemed to run smoothly despite the crowds, which showed good organisation.

On Sunday we went for the mandatory trip on puffing Billy. Afterwards I made a flying visit to Diamond Valley where Barry Potter and Geoff Hoare (Orange Club) were tasting the delights of some prototypical train running. I inspected their Diamond valley B Signal Box where a replica McKenzie and Holland frame is fully interlocked (with track circuits and track locking) and operates the points via an hydraulic system.

cont. over

1992 Convention. cont.

Perhaps the most impressive thing about the Signal Box was the atmosphere - it was spot on..

Monday saw us heading for Queenscliff and the 3' 6" gauge Bellarine Peninsula Railway. I had met a large number of members of this society at the convention who came to see my small "V" class. We rode their train (pulled by V 1209) from Drysdale to Queenscliff (not many puffs here with the light load obviously well within the capacity of the "V"). After seeing the Tassie "M" depart we were invited onto the footplate of the "V" where I and my boys enjoyed a bit of shunting up and down the yard. Ian Willis (of W.A. V1213 fame) was also on board enjoying the trips.

This railway is worth a visit on one of their operating days. I can't help thinking that an "M" class would make a lovely 5" gauge locomotive.

On Tuesday the Moorabbin club kindly opened its gates for conventioners. Here my "V" was clearly the largest locomotive present and attracted considerable attention. A short rain shower and some cold wind did not dampen the atmosphere, as it pulled 6 cars around the smallish, but smooth ground level railway. Several drivers had a go ending with John Campbell (S.L.S.V. Secretary) who tried to set a new lap record, but which proved how good the trackwork is. I think he stopped when he saw me go white.

There were other runs later in the week, including one to Wandong, which I didn't attend (had to do some sight seeing and tram trips..)

The legendary Melbourne weather generally behaved itself (remarkable), as did the car and the kids.

Well done to all concerned who made the events possible.

TRAIN DAY JUNE 6th 1992.

Details by Mike Tyson.

A train day has been organised for Saturday June 6th 1992.

Commencing 09.30 hrs.

Terminating 14.30 hrs.

The train day will be followed by a sausage sizzle with light refreshments. All members are invited to attend, those who wish may B.Y.C.

It is requested that those who wish to take part in the train event as, a driver, guard, signalman, track supervisor, guard supervisor, Boss man, or any other position we can dream up, should bring along containers suitable for using as ballast or water containers, these are required to load the trains.

Proposed Events. Elevated track.

48 laps of a 10 car train, max. load 1500 lb. This will consist of 4 by 12 lap sections. 2 clockwise, 2 counterclockwise. A total of 192 minutes allowed for this run includes all fuel and water stops plus directional changes. Multiple - heading allowed.

Time ex-loco 10.45 hrs.. arrive 14.14 hrs.

Ground Level.

1. Sydney - Gosford - N/Castle passenger
2. N/castle - Gosford - Sydney passenger.
3. N/castle - Gosford - Sydney Xpress Goods.
4. Sydney - Gosford - N/castle Xpress Goods.
5. Sydney - Gosford M.U.
6. Gosford - Sydney M.U. loco hauled. Elec. branch have o/head possession.
7. Water train.
8. Pick up.
9. Yard shunter.

Trains 1, 3,	6 car sets,	2000lb.
5, 6,	4 car sets,	1000lb.
7,	4 car sets,	1000lb.

cont. over.

Train Day cont.

Train 1 and 3, each section 12 laps, time allowed 36 minutes / section.
Each train 48 laps. ie., 4 sections.

Train 5 and 6. 24 laps, 72 minutes

Train 7, 24 laps, no time limit.

Train 8, 12 laps, no time limit.

8 to also assist no. 9 as yard shunter.

no. 9 busy little bee

All times listed as ex. loco.

Sample. No. 9 09.45 hrs.

8 10.00 "

1 10.15 "

3 10.20 "

7 10.25 "

5 11.00 "

1a 11.02 "

3a 11.07 "

A complete time table will be issued at the
A.G.M. 2. 6. '92.

It is proposed to run a total of 8 trains.

oooooooooooo

General Society News.

The Ryde Bicentennial run day on the 21. 3. 92 was a great success. A cheque for \$2295.00 was sent to Ryde Council, as at the 13. 4.92 we had not received a receipt or advice as to which charity the cheque would be forwarded to. The same run day saw new records set,,, 2792 rides, \$899.00 at the gate, \$1115.99 were taken by the ladies in the shop. Congratulations in order for the ladies.

There was also an impressive display of work and locomotives provided by some members on the day. Included were Martin Yule's Leyland Steam Truck chassis, Jim Leishman's 3½" Mountaineer, complete, and his 5" U.S. loco, a 5" South Aust. 500 class being built by Bryce Peake, George Robinson's 3½" Britannia, and Bernie Courtenay's S.M.R. 10 class all at the elevated steaming bay while Ray Lee's Victorian Railway's S class graced the ground level round house.

The new compressed air service lines recently installed is now in operation.

Peter Dunn recently visited Trevor Collett at Coramba and reported that good progress is being made by Trevor on his South African garrett. Also that he is making progress with his own railway on his own property.

Safety First. After a discussion on safety and related matters it has been suggested that on running days the Station Master should make the following clear at all times.

1. No children to be carried in arms, they MUST be seated.
2. No video cameras to be used when the train is in motion.
3. Passengers with unsuitable footwear ie., thongs, open sandals, to be warned of danger if feet not left on boards.

Rest In Peace.

Since the last Newsletter two of our members have passed away. Jack Murray died on the 11th April while about the same time Rod Brown, one of the Societies Foundation members died.

Our sympathy is also extended to the Eyre family, Joy in particular, on the loss of her sister, Marilyn.

Resignation Reg.Wood Jnr. has resigned from the Society.

Duty Roster

The Secretary has asked me to make mention of the Roster for grass cutting, cleaning etc,. When it is your turn get in and do your bit, dont leave it to some one else.

Duty Roster.

June '92. G.Sharp, B.Kilgour, R.Larkin, J.B.Hurst.
July '92. A.MacKellar, V.Scicluna, P.Ferguson, E.Holmes, J.Stevens,K.Sewell.
Aug. '92. M.Haynes, M.McAulay, N.Sorensen, J.Sorensen, B.Courtenay, W.Hamilton.
Sept.'92. J.L.Hurst, J.Davies, R.Lee, P.Shiels, P.Brotchi, J.Lyons, P.Lyons.

Gate Roster.

Members will be notified.

For Sale.

Vertical Milling Machine, all geared fully rotating head. Brand new. \$2000.00

Contact Alan MacKellar.
858 2768.

We received a letter from Roger Smith, son of the late Frederick Smith who was known to some of our members, offering for sale a locomotive .

The locomotive was designed and built by Frederick Smith, it is a 2-4-4-2 articulated locomotive using 8½" as the gauge. It is a fitting tribute to his design and engineering excellence, in full working order and comes complete with tender, passenger carriage seating 4 and approximately 300 feet of running track, plus a set of points.

The locomotive is housed and the track situated at my Sister's residence, Mrs. Helen Long, 23 Dora St., Dora Creek. N.S.W. 2264. located on Lake Macquarie a short distance from Morisset. Helen may be contacted in writing or by phone 049 73 1099.

It is almost impossible to put a price on such a fine piece of model engineering however it is for genuine sale and the price is negotiable, on an as is, where is basis.

Roger may be contacted , working hours 02-318 2444.
at home 02-314 6797

Editorial.

Thanks to our contributors Warwick and Mike, special mention also to our Secretary, Henry Spencer for providing the bulk of the general news items.

There is still room for more items.... Can you help??????

John Lyons.

ARTIFICIAL LIMBS

CRIPPLES RESTORED TO THEIR USEFULNESS

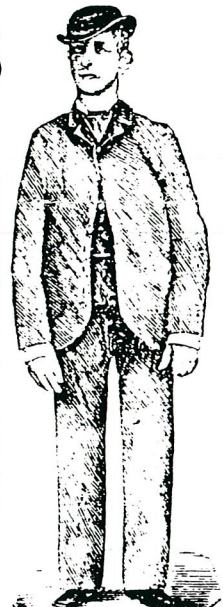
—BY THE USE OF—

Artificial Limbs with India-Rubber Hands and Feet

(MARKS' PATENTS.)



Over thirty years' experience in the treatment of every class of amputation, deformity or dismemberment, with unequalled success, has gained the confidence of the profession and popularity among the crippled. The rubber hands and feet dispense with complicated articulations, and afford every requisite movement for a cool, natural, easy and graceful use of the member, with vastly increased capability. Men with both their legs artificial are enabled to attend their vocations without detection. Amputees restore the appearance and class of greatly in the performance of labor.



Invalid and Rolling Chairs and Crutches to meet any demand.

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