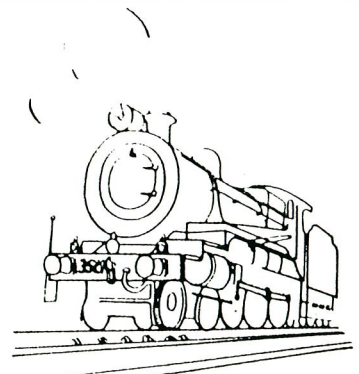


Allison

*Sydney Live Steam Locomotive Society*  
Anthony Road, West Ryde, N.S.W.

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

# 'Newsletter'



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## **A Day at the 1994 Convention.** A report by R.W.Allison.

This year our convention hosts were the Illawarra Live Steamers, conveniently located close to Sydney!

Rumours abounded before the day - " will all the engines fit ? " " Will you get a good run on the track " or " will the unloading / loading queue be enormous ! " Well, none of the above were problems. It was surprising how many engines were fitted into loco, once on the track, buffer to buffer running only occurred spasmodically ( like in the opening parade ! )

After registering with a friendly Neil Graham and Ross Edmondson, I was directed to the unloading area where there was an enormous capacity for access to the unloader, which was a transverser mounted electric hoist. This did its job magnificently moving locos quickly, quietly and efficiently from the steaming bays to the track or cars.

The trade was well represented and eager to relieve you of your money in exchange for all manner of train and engineering related goodies. I secured a very nice flue brush, a couple of end mills and a new drivers cap all at very reasonable prices, lots of conventioners were doing similarly.

A large marquee was fitted out with tables and chairs and was a well used area not only during meals and morning and afternoon tea , but for a good natter at all times.

The track was full of all types of locomotives. I must say that the fact that it was an all 5" gauge show did show many advantages in trains occupying less track space and the higher quality of trackwork that a single gauge permits, especially at points. You did not have to keep looking over your shoulder for that "monster" behind either. No doubt the most impressive and imposing locomotive there was John Wakefield's 16E. South African engines were not inhibited by the gauge.

Particularly liked an Adams 4-4-2 radial tank locomotive. This was finely built with impeccable cab fittings.

Acquaintances from previous times and places were refreshed including " The Old Girl " and Neil Campbell over from South Australia.

Steam boats near the water added extra interest.

The track is well laid out with control being by two signal boxes, one of which is hydraulic ( water ) operated. This has interlocked levers which I considered a major benefit ( for the signalman and drivers ) over the other all electric box which was not interlocked. I have read statistics that the chance of an operator making a mistake in a simple repetitive process is 1 in a 100. When the process is more complex ( as in the signal box ) the probability decreases to 1 in 10 or worse. This makes it essential to have interlocking, in my opinion, no matter how good the operators are! Of course interlocking is only one aspect, and there needs to be a means to check that the points have actually operated and are in the correct position before clearing a signal, to close the control / feedback loop. I've digressed. Still the staff did a sterling job especially when one considers the traffic levels. There was a selection of 3 1/2" locomotives running on the elevated track and by all accounts everyone was having a good time. Some brief, and heavy, showers did not dampen the enthusiasm. The sight of lengths of scale wagons in the marshalling was magic to see and very prototypical.

My "V" ran well into the night, Driver Sorensen seemed to pick up every truck in all the sidings to a total of 14

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all up ! I always thought the best steam workings were at night.

In general, I thought the registration fees to be a bit high, not that \$12 was bad value for a day of steaming, in fact it was excellent, but it made it a bit expensive for us family men to bring the tribe. Maybe future organisers could provide a discounted family ticket.

All in all - well done Illawarra Live Steamers, a major event well handled.

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Post Convention Tuesday.

A more than expected number of conventioners came to West Ryde on the Tuesday following Easter, along with a good few of our own members a very enjoyable days running was had. The day, weather wise, could not have been better.

### General News.

Following the accident at the 16th April run day we must be more aware of the dangers of tipping and derailment of riding trucks. The Board wishes all members to give their thoughts as to suitable methods of tipping prevention. Some suggestions have already been made but the more people that can contribute ideas may help to provide a simple and effective resolution to the problem. THINK HARD.

### TRAIN DAY 4th JUNE 1994 " PRESIDENTIAL BREAKFAST "

From 7.30am to 8.30am.

A Presidential breakfast is an item on the train day not to be missed.

President Bernie has the culinary flair unsurpassed in the industry.

note.. This is a Club " freebie "

First loco from loco depot at 9.45am. First train from freight depot at 10.30am. A total of 4 main line trains scheduled, double headed, plus 3 others of mixed consists, ie., water train, ballast train and pick up train. and two yard shunters.

Most important. Depot staff, shunters, signalmen, flagmen, fettlers, controllers all required.....

Please phone Mike Tyson, 629 2812 for a place on the roster.

A lunch time has been rostered, estimated finish time 1500 hrs. followed by a Bring Your Own BBQ and a social "gabfest".

**The next Special General Meeting set for Tuesday 7th June 1994 is the Annual General Meeting starting at 8.00pm. Do your best to attend and to take part in this important meeting, the Society can only prosper if you contribute. Bring your cheque book or piggy bank..... subscriptions will be due that evening.**

It has been proposed to have name badges prepared for any member who wishes to have one for use when visiting other clubs. They will cost \$5 or \$6 each. It is proposed that they will be black and white traffolyte badges with suitable pin, engraved with " S.L.S.L.S. " and your name. If you want a badge put your name on the list on the notice board in the Clubhouse and Warwick Allison will do the rest and advise you when he wants the money.

Brian Kilgour has volunteered to compile a photographic record of the Society and its activities and will maintain the record for use of members. If you have any photographs and / or negatives which you feel would be of interest please get in touch with Brian. All photographs and negatives would be suitably catalogued and cross referenced and would be available for copying by members when required.

Public running days seem to be becoming heavier every month and staffing is at times becoming a problem. Could all members make an effort to attend at some time on these days: an hour spent as guard, station attendant or any of the many jobs available would assist the Society greatly. Please help and don't just stand around and watch the others do the work, it's your Society too.....



As many members are aware we now have a telephone and answering machine installed to handle inquiries when the grounds are unattended. When members are at the grounds the phone can be answered in the normal manner. For information, the phone number is ( 02 ) 874 8696.

The special public running day in April held for the Ryde Council as part of their contribution to Heritage Week was not well attended by the general public, it was however, a very enjoyable running day for the members who were able to attend.

The Bathurst inter-club day was held last Saturday, four members of the SLSLS were in attendance.

The Mudgee Society will host the Second Annual " Blow Fly " Rally on the 13th and 14th August, other locomotives are more than welcome, Henry has any details you may need.

**Duty Roster.**

June '94. Bernie Courtenay, V.Condon, M.Haynes, J.Sorensen, N.Sorensen, P.Taffa.  
July '94. John Hurst, A.Cottrell, J.B.Hurst, J.Lyons, P.Lyons, M.McAuley, B.Peake, M.Yule.  
Aug. '94. Brian Hurst, J.Davies, A.Eyre, J.Hyde, K.McMahon, D.Mulholland, B.Rawlinson, B.Tulloch.  
Sept.'94. Bill Richards, K.Baker, G.Farkas, R.Larkin, R.Lee, J.Leishman, J.Ranford, M.Tyson.

Members are requested to try to do their full share when on their turn of duty, do not leave the same old work to the same old few.

**Gate Roster.**

June. B.Hurst. July. J.Hurst Jnr. August. J.Hurst. September. J.Hyde.

**Canteen.** Please remember that the canteen ladies are always happy to receive cakes or biscuits for use on the running days.

**Lachlan Valley Railway.**

As many are aware SLSLS member Carol Leggett is the Secretary of this co-operative society. Carol has provided a couple of "Lachlan Loco News" their Newsletter, they should be in the clubhouse! It is interesting to note that apart from running restored steam, diesel and CPH railmotors, the Society has formed its own "Railfreight Pty.Ltd." to separate its commercial and heritage train operations. The LVR has been involved in wheat haulage and will possibly expand the activity much, probably, to the delight of the local wheat growers and the Shire councils of the Lachlan Valley region.

The Newsletter makes very interesting reading.

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Correction to a dimension from the "S" wagon story.

