

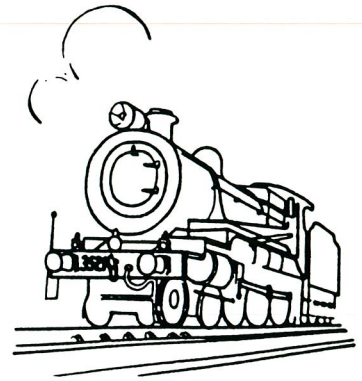
*Sydney Live Steam Locomotive Society*  
Anthony Road, West Ryde, N.S.W.

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

# 'Newsletter'

Vol. 23      No. 2

May 1995.



## ANNUAL GENERAL MEETING

All members should have received by now their notice of the Annual General Meeting which will be held in the meeting room on Tuesday 6th June 1995 at 8.00PM.

### **Easter 1995, Convention, Queensland, etc.,.....**

A suggestion for a trip to Townsville for the Convention turned into a three week holiday.

The five day journey to Townsville started with our first night at Guyra. The following day we visited Tenterfield station, which is now a museum and was shown over the exhibits by the friendly local Society members. The following day we entered Queensland and after a night in Toowoomba drove to Biloela for our third night. We had a look at the Callide power station, but the kids considered that the frogs in the toilet bowls at the power station amenities were a bigger attraction.

A quick drive north took us to the Capricorn Highway where we headed west to Emerald. The road parallels the 25KV AC electrified coal railway to Blackwater and it was interesting to view the swing nose points at the crossing loops, and to see the long coal trains with their multiple tri-bos at the front, and the additional locotrol units in the middle. This line carried a lot of traffic including freight coming in from further west.

We spent the night in Emerald ( just past the end of the electrification and CTC areas ) where we were double booked and lucky to get a place as the town was full of people enroute from the Waltzing Matilda Celebration further west.

We drove to Clermont ( passing the Blair Athol line ) and then through miles of nothing to Charters Towers. We caught up with a couple of road trains ( one two unit and one three unit ) close to Charters Towers. The bitumen road was only one vehicle width wide but the road trains sucked the dust off both sides anyway!

After watching some shunting at Charters Towers station, we drove the last leg into Townsville, arriving on the Wednesday night.

After registering on Thursday afternoon, we attended the Civic Reception, hosted by the Mayor at the Town Hall. There were plenty of free refreshments, although the kids found most of the hors d'oeuvre too spicy for their liking!

It was clear from the speeches that the Townsville club had, in only seven or eight years, shown remarkable progress. There had been considerable civic and local support and the facility is a credit to their hard work, it was built on a garbage tip and required substantial fill. The track is ground level dual gauge 5" and 7 1/4". I had brought my "Masie", as being reasonable portable, and they laid a quite sturdy 3 1/2" and 5" ground level circle.

Fortunately I was the only 3 1/2" to run on the Friday and had the track to myself until a defective superheater adversely affected running mid afternoon. At least this meant I could have a relaxing day poking around on the

Saturday. Some of the visitors had come from Western Australia, with locomotives, and quite a number had flown in from around the country ( locoless ). While numbers were down on what is normal for southern Conventions there was never the less a very good roll up. As I mentioned last year regarding Wollongong's, the Convention costs I considered were too high for a family. Future Conventions should be considering a family t

icket. Next year the Convention is at Penfield, South Australia with 1997 at a location in Victoria, currently being determined.

We left Townsville on the Sunday and drove to Cairns via Ravenshoe, on the Atherton tablelands. We hoped to arrive prior to the running of the D17 they have restored but sight seeing had us late. In the event, the return trip had derailed. Ball lever operated points had been jammed open by stones. Fortunately the loco stayed on the track but the first carriage ( a cattle wagon ) was off, a buffer was broken and some sleepers splintered. I guess they will be clipping and locking their points in the future. The incident received front page billing ( including a colour picture ) in the "Cairns Post" the following Wednesday. We spent a few days in Cairns , including the obligatory reef trip, before heading to Cook Town. Some of the scenery on this road is as spectacular as it is isolated. Cook Town did once boast a railway. Gold was discovered on the Palmer River, west of Cook Town. A railway was started and got to Laura, about 67 miles west of Cook Town when the gold ran out and construction stopped. This was in the 1880's, steam lasted until the early 1920's and then rail motors ( early motor car types ) gave a service until the line was closed in 1962. There are some nice ( about 2 1/2" gauge ) models of the rail motors in the local James Cook Museum which is well worth visiting. The line was removed and apart from the station, now a kindergarten, there is nothing to see.

We lost a fan belt on the return trip and the RACQ patrolman ( also the local shopkeeper and caravan park host at Lakeland , about 140 km south of Cook Town ) told me that Laura is an interesting place and that there is a fairly sizeable railway bridge still in existence.

We detoured to Daintree and then dropped in to see the Wonga Beach caravan Park ( north of Wonga ) where the owner has laid a ground level 5" gauge railway of about 500m. There is also a train of restored QR carriages, which serve as a restruant. As we drove in the kids exclaimed " There's Mr. Wakefield!!!" and sure enough I enjoyed a half hour yarn with John who is touring the clubs , slowly, and will not be back in South Australia till June.

The following day we saw some of the Kuranda trains, one loco - thirteen carriages. On peak days there are three services each way, and when you visit Kuranda, the yard is full!

I was impressed with the Queensland Rail service. Just about every town has an attended QR presence and takes freight - you just do not see that in NSW. Also the station buildings in most major centres are magnificent, Toowoomba with its old style refreshment rooms, Emerald and Townsville to name just a few. Some others of course look like shoe boxes, Cairns, for example.

During the trip I took the opportunity to call in at the local live steamers tracks and other items of railway interest. MELSA tracks at Rockhampton and Maryborough are 5" laid in concrete. Although not large , they seem well laid without 'umps and 'ollows. Gladstone has a similar 5" / 7 1/4" track in a vintage village near Calliope on the Bruce Highway. Nambour has a 5" / 7 1/4" track. MELSA Maryborough had a pleasing display of locos at the local tourist information centre.

I thought the most impressive was Bribie which is 5" / 7 1/4" track laid on a concrete base. This is of reasonable length and winds through a marvellous bush setting. Personally I'm not in favour of multi gauge tracks as they always favour the larger gauges and definitely disadvantage the smaller. The only solutions I see are (a) points with swing nose crossings so that there are no K or V crossings. (b) building 5" gauge stock with 7 1/4" wheel profiles, or vice versa ( yuk ) or (c) Keep them separated !

The use of multigauge track with differing wheel standards ( implied by the different gauges ) makes a mockery of attempts to standardise , remembering that the ultimate aim is to permit interchange of equipment without the risk of derailment.

We made a special trip to Ipswich to look at the A10 ( and 1860's carriages ) in the park. Our last item of railway interest was the Bulahdelah Logging Railway. It was surprising to see the 0-4-2 Perry on the top of a hill which it was no mean feat to walk up ! The railway is part of the activities of the local Christian Youth Camp and accepts donations from casual visitors for fund raising. This is a " hands on " railway with everyone having the chance at a ride in the loco, or to throw the points. Our host gives a description of the logging history of the area, the workings of the locomotive and the local environment. All in all, well worth the visit.

Our three weeks away was quite an adventure for the six of us, covering over 8500km from Sydney to Cook Town and back. Now, where to next.....?

Warwick Allison.

### General News Items.

Our Public Risk Insurance Policy has just been renewed and now contains a further clause requiring " **All trains to carry a responsible adult ( rear guard ) on the last seat of every train.** " This now means that every train on the elevated and ground level must carry a guard, even if the train is only one car.

It is hoped that all members will understand the consequence of this condition... **WE WILL NEED TO HAVE A BETTER ROLL UP OF MEMBERS ON OUR PUBLIC RUNNING DAYS SO THAT GUARD DUTY CAN COMPLY WITH THE REQUIREMENT.** It would also be good to be able to have a change of guard so that the one person is not stuck with the task all afternoon. If we do not have extra support, train numbers will have to be cut limiting our service.

**AALS Invitation run, Galstone.** The H& DME Society host this event on Saturday 27th May

**Illawarra Live Steamers** have invited us to a " **Winter Hot Pot Run** " to be held over the weekend of the 10-11-12 June 1995. Details are on the notice board.

Due to the above invitation the usual **June time table run** organised by **Train Controller Mike Tyson** will be held over to a more suitable time.

**The second AALS Invitation Run for 1995 is to be hosted by SLSLS in August.** Early notice is given so that catering can be fully organised. The Ladies of the canteen would like to have good stocks for morning and afternoon teas for members and the many visitors we are likely to have. Cakes etc., will be needed on the day but donations can be brought in on the August Running Day and stored in the freezer. As a good roll up is expected all members are implored to do all they can to assist with this important aspect of the day.

Attached to this Newsletter are copies of the Rule change made last December and finally approved by the Registrar of Co-operatives..

Jim Hyde's talk on boiler design was held over as Jim is still recovering from some medical problems, we hope, Jim that the improvement is continuing.

**Late News.** Bolton Trophy was awarded to Joe Huntley for his, now painted, NSWGR C36 class locomotive.

### Duty Roster.

June ' 95. H.Spencer, J.Stephens, H.Ryan, G.Robertson, J.Noller, M.Gay, W.Fletcher, F.Collins, P.Brotchie.  
July ' 95. A.Mackellar, A.Austin, G.Esdaile, J.Gray, B.Kilgour, C.Leggett, V.Scicluna, P.Sharp, P.Shiels.  
Aug. ' 95. B.Courtenay, V.Condon, M.Haynes, J.Sorrensen, N.Sorrensen, P.Taffa.  
Sept. ' 95. J.L.Hurst, J.B.Hurst, A.Cottrell, J.Lyons, P.Lyons, B.Peake, M.Yule.

### Gate Roster.

June. A.Mackellar. July. D.Mulholland. August. J.Mulholland. September. J.Noller.

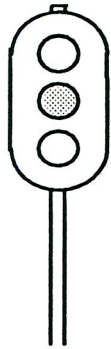
# THE SYDNEY LIVE STEAM LOCOMOTIVE SOCIETY

## SIGNAL INDICATIONS

### RUNNING SIGNALS

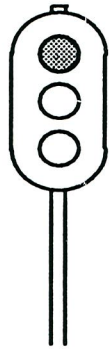


**STOP**



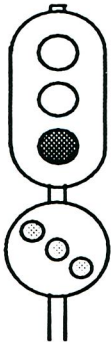
**CAUTION**

NEXT SIGNAL  
AT STOP



**CLEAR**

PROCEED



**CAUTION  
TURNOUT**

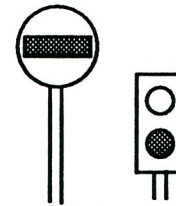
PROCEED THROUGH  
TURNOUT TO THE LEFT.  
NEXT SIGNAL  
MAY BE AT STOP



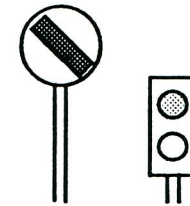
**SHUNT**

PROCEED THROUGH TURNOUT  
TO THE LEFT, BEING PREPARED  
TO STOP SHORT OF  
ANY OBSTRUCTION

### SHUNTING SIGNALS



**STOP**



**SHUNT**

PROCEED, BUT BE PREPARED  
TO STOP SHORT OF  
ANY OBSTRUCTION

### WRONG ROAD SHUNTING SIGNALS



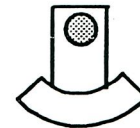
**STOP**



**SHUNT**

PROCEED IN THE WRONG RUNNING  
DIRECTION BEING PREPARED  
TO STOP SHORT OF ANY OBSTRUCTION

### GUARD'S INDICATOR



WHITE LIGHT DISPLAYED  
WHEN THE SIGNAL AT THE  
END OF THE PLATFORM IS CLEARED