

Aliso

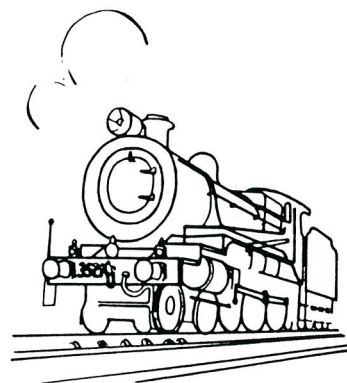
Sydney Live Steam Locomotive Society

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

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

'Newsletter'

Vol. 24. No. 2
May 1996



Adelaide Convention. by Bernie Courtenay.

It was my pleasure to attend the annual convention of model engineers held by the Penfield Society in Adelaide. Not being able to take a locomotive, unlike our worthy President and Treasurer who transported their models half way across Australia, I found myself in the position of observer. However my observations are now blurred by the passage of time, and also because I have to admit that I spent most of my time chatting with model engineers from other Societies, inspecting the locomotives and asking far too many questions.

I therefore did not pay much attention to the organisation of the event, nor to what was going on out on the track. Why do people go to conventions anyway? To travel..... to meet up with old friends..... to show off a new model..... to learn from other peoples work..... or just to play trains? I suspect everyone has their own reason, but I, in the words of the late Peter Sellers, "just like to watch" (Being there) So what did I see? First of all I saw Adelaide. I've never been to Adelaide. People said to me, " your going to Adelaide.... what for! "

Now I can say, I've been to Adelaide, and I like Adelaide. It is easy to drive around, they have wonderful old buildings and a nice river flowing through the middle. Beautiful gardens and the Adelaide Oval. Lots of eateries and shops, suburbs on the seaside (Gulf) like Semaphore, where people go to, amongst other things, to ride on a 15" gauge steam railway, the locomotive of which was built by Mr. Willis of W.A. And everyone seems friendly. (was it my smiling face.?)

Public Transport is plentiful, cheap and easy to use..... and they have Trams ! A civilised city indeed. I rode on the Glenelg tram from the centre of the City to the seaside at Glenelg. It use to be a railway, but converted it to a n electric interurban and as such today, enjoys its own right of way. The only way to travel.

I won't tell you about my drive through the Barossa and on to Mannum on the Murray River where I looked over the restored and operating P.S. Marion, and I won't tell you about the Adelaide Hills, or the Goolay Barrage, but I will tell you about Port Dock. This is a great area, the city's Dockland, mostly now a heritage area. Fabulous old stone buildings, wharf area and museums. Still a very busy place. Chief Engineer Kilgour and myself (both maritime men, - him blue water, me mud) came across the old ketch "Falie" . Now this old coaster use to sail up to Port Jackson and then motor through the Spit Bridge to discharge its cargo of explosives at Gantry Bay. As a kid I use to be woken up by the chug chug chug of the Falie as she came up Middle Harbour. Nostalgia ! She has been restored and cruises out of Port Adelaide.

Our reason for being at Port Dock was however to inspect the railway museum which was moved from Mile End

(now a wasteland under re-development). An excellent museum, in a giant hanger like building, with the old goods shed attached. Broad and narrow gauge locomotives on display and well presented. Also, a model railway, outside restoration area (400 class garratt out there) 15" gauge railway around the perimeter, plus bookshop / souvenirs. I went there twice. The first time we bumped into the legend Clarrie Hough. I went there to see a 500, but I got to meet Clarrie Hough ! Two interesting engines there - Silverton Tramway "W"

4-8-2 and "A" class 4-6-0 (c. 1912). I also bought a great book on the Silverton titled " Rails to Wealth " - highly recommend it.

Another museum we went to was out at St. Kilda, beach (no, not Melbourne) where Adelaide's remaining trams are housed and run along a new line out to the beach. The cars that are beautifully restored and the ones that were placed in the yard on that day were used alternatively including an old single truck open toast rack that I reckon would have been stuffed and mounted as being too "precious" in other museums.

Now St.Kilda was only a short way from Penfield, so you can see how I finally got to Penfield. Actually, the first day I got lost, but don't want to appear a mug ,do you! By the way, the main road to Penfield crosses over the Australian National Railway yards and loco Depot. Huge !

So how was the Convention anyway ? well, it rained. It never rains in Adelaide. Is there a cloud that hovers over my head like that bloke in L'il Abner ? Fortunately, despite a couple of cloudbursts, there was only enough precipitation to lay the dust.

My impressions of the convention could be summarised thus: well organised..... lots of engines.....

Track at times chock -a -block..... big engines dominate..... awe - inspiring big Victorian Diesel.....

Barry Glover..... some very fine engines..... a few rough ones..... a good layout..... some

problems running 5" rollingstock..... a lot of people enjoying themselves..... Barry Glover..... a

miniature Stanley Steamer, two seat..... boat pond serenity..... 3 1/2" LNWR jumbo which came as

hand luggage on a plane..... the meetings..... Barry Glover. I'm sorry if I can't be more descriptive,

but like I said, I wasn't paying attention. If they have another convention. I'll go back , for sure.

P.S. I went to the Prospect Society on the Monday. What a good track. What good blokes ! Had a

long chat with patriarch Maurie Turner who says good day to everyone. They are a bit like us. Started

with a piece of wasteland and are now custodians of a nice park and a valuable social amenity.

Congratulations

AALS & AMBSC MEETING by Warwick Allison.

We put forward two motions to the AMBSC meeting held on Good Friday evening which related to AMBSC administrative processes & future recommendations. These were both passed with overwhelming support. The main motion to merge with AALS was passed by only one vote & created quite a bit of dissension. Hopefully in the future our charter amendment will ensure that due process occurs & democracy is overwhelmingly evident. Thanks to Brian Kilgour & Bernie Courtenay for putting our case at this meeting.

Brian & myself represented the society at the AALS meeting on the Saturday night. Light rain falling brought an end to evening running & there was a large turnout at the meeting. At the previous Directors meeting we had agreed to vote in favour of the AALS & AMBSC amalgamation, but against the new constitution in order to give time for some amendments to be made which we considered important, and time for due consultation among other clubs. On the night there was some withdrawal of motions & the substitution with another based on an information paper. (In part, this was due to several motions being similar). As a result, I was no longer comfortable with the actual wording so we voted against it. The motion was passed with a reasonable majority. The following motion on the new constitution was lost due to a 66% vote being required to adopt it. It was interesting that some people who voted for the amalgamation voted against the constitution. It was certainly an active (! probably other words might describe it better!) meeting with lots of participation. I suppose the end result is more or less what we were after and we will now provide details of amendments to the proposed constitution with the aim that AALS will circulate these to other societies & come up with an improved agreed document for presentation to the next AGM.

The motion we submitted on convention venues was lost by a considerable amount which was disappointing as it would have assured a more varied & interesting weekend which catered for a greater number of model engineers & with superior facilities, as well as making things easier for the host societies. As time goes by I believe the need will become more evident & I hope this is recognised before the "battle of the gauges" occurs all over again.

ADELAIDE ATTRACTIONS

I certainly didn't get to see all I wanted to but the following might help give some ideas in case a visit is made.

Cobdogla: This little town is near Barmera, west of Renmark & houses the worlds only working Humprey Pump, which is a sort of water cannon. The water acts as a piston in a tube which compresses a gas which is then ignited. The resulting expansion pushes the water out & valves lets a fresh lot in for the next cycle. It only operates on a few days a year, so you have to either be lucky or plan it well. The museum it is within also runs a 2 foot gauge railway with a Bagnall tank loco. This is a real cutie, quite tiny & well proportioned. All in all well worth a look. If you arrive on a non opening day a visit to the Barmera visitors centre can arrange a special opening & guided tour (which we did, & which was well worth the token charge made.)

Model Engineering Societies: For the size of the city, it supports a good number of societies within easy distance of the city. **Penfield** (our convention hosts) is at Salisbury. This is a multigauge ground level track. **Railway Park** is at Prospect, quite close to the city. This has a 5 inch gauge ground level railway not unlike ours in a wonderful leafy setting. **SASMEE** is at Millswood just south of the city. This is a bit hard to find but you can get a free look in a street directory at the local K Mart a bit further down the road to help with the directions! Here they have two ground level railways, a 5 & 7¼ inch & a 2½, 3½, & 5 inch gauge which used to be elevated but has now been put on the ground. This is being further developed and they have some nice point work & the new signals look very nice. They have made good use of the restricted site (real railway on 2 sides!). Their President John Gordon gave me a guided tour and certainly made me feel at home. Thanks! There is also a society at **Roseworthy** (north of Adelaide) & in the south at **Morphett Vale** neither of which I had the time to visit (regrettably!).

Port Dock Museum: This undercover museum is well worth a visit. The exhibits (including carriages, goods vehicles & signalling) are well presented & you can climb up on a large number. A 15 inch gauge steam railway runs around the museum. It is located at Port Adelaide where there is also a Maritime museum & some wonderful old buildings.

Semaphore: A 15 inch gauge line runs along the beach for about 2 kilometres. This is operated by a Willis built 2-4-0 which is a well proportioned locomotive. It is a commercial & uses commercially available parts (like check valves & ball valves). When I was there it was running on brown coal briquettes. Semaphore is on the coast only a few minutes from Port Dock museum, which also operates this train.

Victor Harbour: This is a pleasant destination for a days outing being about 80 km south of Adelaide on the coast. Steamranger operates the "Cockle Train" to Goolwa which used an F class 4-6-2 tank locomotive on my visit. This is a very professionally run operation. Horse drawn trams cross a pier to a conserved island & this is a pleasant journey if you get tired of walking! As well a (12 inch? gauge) railway runs around the car park using a NSWGR 12 class lookalike which is obviously built quite a long time ago (a heritage miniature loco?). If a SAR Rx class are more your scene there is a vibrantly coloured one in the playground.

Signalling & Aviation Museum: This museum is located in Marion Rd Brooklyn Park (a short drive west of the city) & is open on Sunday afternoons or at any other time by arrangement. This has a marvellous display of signalling equipment all arranged as a hands on exhibit. You can try your skill at removing an electric staff from the instrument, giving Line Clear on a Tyers Block Instrument, or clearing signals by pulling levers in the interlocking frame. If you have an interest in signalling, or just want to know what its all about, then this is a must.

Glenelg: Obviously a ride on the Glenelg tram is a must.

Paddle Steamers: South Australia is paddle steamer territory. There is virtually one in every major Murray River town with most fully restored to operational status. My favourites are the ones in original condition & it is a marvellous feeling to hear the steam whistles as one comes down the river. After a lot of delay we finally went for a cruise (is that the right word?) on the Pevensy as we passed through Echuca on the way home & it was a fitting way to end the holiday.

Cobden: This is the site for the convention next year in southern Victoria. It is close to Port Campbell (about 40 km) & Victoria's scenic southern coastline. The club is only new being just over 2 years old. In this period they have achieved a remarkable amount. Most conventional accommodation in Cobden is already booked out but is still available in adjacent towns. The club is providing camping sites (with & without power) in the adjacent technical college where the facilities will be available. The track standard is very good & though the points do not have swing nose crossings, being of the conventional type, they are well made to consistent tolerance (no flange running). I met John Willard who gave me a guided tour of the site on my way past. The travelling is close, the venue is good, the town is a neat & tidy country town & the local attractions are excellent. This promises to be a good time.

Jim Hyde.

On the eve of the March running day Jim lost his battle with mesothelioma . Jim had served the Society and the livesteam movement very well during his time with the SLSLS. Jim played an active part in many of the club's projects, the brick retaining wall behind the signal box and the long concrete retaining wall on the north eastern side of the elevated track to mention a couple. From 1982 for a period of ten years Jim served as President of the SLSLS, he was also one of the Society's Boiler Inspector and for a time served as chairman of the AMBSC.

Jim built three locomotives, a "Titch" in 3 1/2" gauge and two NSWGR locomotives a C38 and a D57 both in the same gauge as "Titch". The two big locomotives were very reliable engines on the elevated track, the polished brass and stainless steel were often very popular with the patrons of the elevated railway. Jim was very active up to the end of 1994 but as the effects of the illness started to take over he was not able to enjoy the involvement he would have wished.

The SLSLS was well represented at Jim's funeral.

On the March running day the Society's Flag flew at half mast. R.I.P.

General News.

The public running days since the last Newsletter have been well patronised and have enjoyed reasonable weather. Members are reminded that we need a good roll up to fully staff our railway operation. The more members we have on hand means the work load can be spread round to make the afternoon enjoyable for everyone.

Don Jones. During the Easter holidays I made the opportunity to catch up with Don. He is still at Dora Creek and helps keep NBN TV on the air as well contracting for special electronic engineering projects from time to time. In the workshop his 5" gauge C36 and D57 class locomotives are making steady progress. Don sends his best wishes to all club members.

President's Day. Saturday 25th May.

Breakfast will be underway from 8.00am. with all sorts of culinary delights for those who come. Running of trains can start at 8.00am. so get there early if you wish to whistle out at 8 sharp !

Members one and all come along and bring your wife, children, relatives, friends and have a great day just playing trains and eating, talking and otherwise relaxing.

Lunch will also be provided.

Bring your loco or a friend with a loco or your friend's loco. The more the merrier. DON'T FORGET if you have any "old" narrow gauge locos bring them too and give them a gallop on the "elevated".

Trackwork.

Work has started on the relaying of the carriage yard and sidings. It will make things much easier if we could have a few more workers to help with this work. Welding of track. Minor excavation to prepare track bed.

Carting and laying of ballast. Track laying and many small but necessary jobs.

Please come along and help. Even a couple of hours will be useful.

"5112" by Mike Tyson.

The beginning of project "5112" began I suppose like many such projects with a discussion on whats next.

After the successful trials and subsequent running of 4613 at many club tracks I felt that OK that's now a play thing WHATS NEXT.

I felt that the 50 class built by Barry Potter to be an excellent example of a 5" gauge locomotive, so I undertook the task of building such a locomotive. The above was an extract from the article printed in the Newsletter in 1977.

If I only knew then what I know now I would have stuck to LEGO

I won't go into a long and protracted discussion on each and every item that I took so many hours to complete, as you know better than I what a task it is to build a locomotive.

Eventually around two years ago I decided that the only answer to my problem was to approach Barry Potter with the partially completed bits and pieces to get the locomotive completed.

Saturday 25th. May should see the trial run of "5112" at West Ryde. WHATS NEXT, is simply to enjoy what I have and leave the occupation of building models to someone else.

Garden Roster.

Part of this Newsletter is a complete rework of the garden roster and details of rosters till the end of 1997. Please keep this in a safe place for future reference.

Gate Roster.

June. P.Shiels. July. J.Sorensen. August. N.Sorensen. September. H.Spencer.

Annual General Meeting.

By now all members should have received their notification of this meeting on the 4th June. Try to keep this evening free.

Editorial.

The extracts from the Cardew Paper will have a break this issue simply as I have quite enough, a wonderful position for an Editor. At one stage I thought the computer had lost a whole two night's work but it seems that it can find it again so it is saved up till next time.

John Lyons.

P.S. Watch for the trial run of a certain SMR 10 class very soon.



SYDNEY LIVE STEAM LOCOMOTIVE SOCIETY GARDENING ROSTER

Group No. 1 Alan Mackellar. Leader. Gary Esdaile. James Gray. Brian Kilgour. Carol Leggett.
Vic Scicluna. Phillip Sharpe. Peter Shiels.

Group No. 2 Bernard Courtenay. Leader. Vernon condon. Maurie Haynes. Jeffery Sorensen.
Neil Sorensen. Paul Taffa.

Group No. 3 John Hurst. Leader. Allan Cottrell. John Hurst (Jnr.) John Lyons. Peter Lyons.
Bryce Peake. Martin Yule.

Group No. 4 Brian Hurst. Leader. John Davies. Tony Eyre. Graeme Kirkby. Kerry Mc Mahon.
Denis Mulholland. Brian Rawlinson. Barry Tulloch. John Tulloch.

Group No. 5 Bill Richards. Leader. Ron Larkin. Stuart Larkin. Ray Lee. Matthew Lee.
Jim Leishman. Jim Ransford. Mike Tyson.

Group No. 6 Warwick Allison. Leader. Rex Barlow. Hart Brammer. Terry Geraghty.
Brian Greenfield. jim Mulholland. Lionel Pascoe.

Group No. 7 Henry Spencer. Leader. paul Brotchie. Frank Collins. Wayne Fletcher. Max Gay.
David Lee. John Noller. George Robertson.

If you are unable to attend your rostered day please arrange for somebody to swap days with you or let your group leader know.

Group Leader's Telephone Numbers:

Alan Mackellar.	858 2768.
Bernard Courtenay.	9948 1380.
John Hurst.	484 7731.
Brian Hurst.	498 4215.
Bill Richards.	874 3427.
Warwick Allison.	(047) 39 5921.
Henry Spencer.	427 5425.

Roster Months 1996.

Group 1. January.
Group 2. February.
Group 3. March.
Group 4. April.
Group 5. May.
Group 6. June.
Group 7. July.
Group 1. August.
Group 2. September.
Group 3. October.
Group 4. November.
Group 5. December.

Roster Months. 1997.

Group 6. January.
Group 7. February.
Group 1. March.
Group 2. April.
Group 3. May.
Group 4. June.
Group 5. July.
Group 6. August.
Group 7. September.
Group 1. October.
Group 2. November.
Group 3. December.