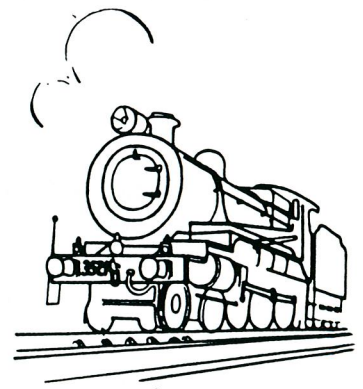


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Sydney Live Steam Locomotive Society
Anthony Road, West Ryde, N.S.W.

50
YEARS

'Newsletter'



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50th Anniversary Celebration. March 21st. and 22nd.

There was a special working bee held on the Friday to set up for the Anniversary weekend. This attracted a super roll up and the work that was done was incredible. Scenes included Bill Richards vacuuming the Signal Box! Thanks to Ken Baker for the tent which proved invaluable, to Bernie for the extra effort to fit the lever nameplates to the ground frame, for those who raked and raked, helped set up the scaffolding for the display, brought there engines for display down early, and washed the towels in the top toilets. It was case of everyone doing what had to be done without direction. This supplemented the extraordinary effort put in the previous two Saturdays where all the paint was touched up, lawns cut, edges trimmed, fences fixed & shrubs pruned. As John Hurst remarked: "I'm very proud of our Society".

The week end itself was a great success. The weather was probably the hottest we have experienced for a March third Saturday week end that anyone of us could remember. Saturday saw the hoses out to keep some minor grass fires in check. We even had to cope with a total fire ban from mid night Saturday but, Bernie, Henry and Warwick after an exploratory phone call by Jim Leishman visited Ryde Fire Station and obtained approval to run during the fire ban. This ban did however cancel Barry Tulloch's running at Thirlmere, allowing him to spend the day with us. A minor disruption occurred at the commencement of running when it was discovered that a point motor had burnt out. There was some quick rearrangement of the wiring and all the main lines were restored. Ultimately the failure had no effect on running.

The display in the club house was about the best we have staged. There were many of the locomotives used in the early years of the Society as well as new locomotives and ones still under construction. Martin Yule's steam truck again attracted much attention. On Saturday morning the truck ran on compressed air for the first time covering a short distance in the ground level loco depot. Martin was justifiably very happy to see the unit actually run. Don Jones from Dora Creek displayed the chassis of his 5" gauge D 57 in the elevated round house. Now retired Don is making very good progress on this project.

We gave 3204 rides on the Saturday. With our earlier opening time of 10.00 am. we had a steady crowd all day. The canteen had a sell out day, cool drinks especially. One of the high lights of the days running would have had to be the double heading by Ray Lee, C3803, with Neil Campbell and "the Old Girl". These two locomotives sounded great as they lifted their six car passenger train up the hill on the inner main. Neil looked as though he was really enjoying his first run at West Ryde for many years. Late in the afternoon Reg Watters arrived with his 5" gauge G.W.R. "King", only about a month into its running life. Reg also had a set of G.W.R. passenger coaches. A magnificent locomotive. Other visitors included Bill Chalmers from Victoria (LHMES, SLSV) with his 3½ inch LNER Pacific and David Proctor and his 3½ inch Fowler.

In all I think that there were over thirty locomotives on hand.

Sunday was a more subdued day. Just as hot but not the rush to move paying passengers around. Our Executive showed the Official Guests around. Just before lunch we paused for some formal speeches, Bernie introduced the Special Guests, Warwick presented the President's 50th Anniversary Address, Councillor Peter Graham, the Mayor of Ryde and Barry Glover, National President of the Australian Live Steamers both responded. The Mayor filled in some Council history to do with the Society while Barry Glover mentioned the leadership the Society has provided for the live steam movement in Australia. The speeches were followed by a trip on the Official Train hauled by "Nigel Gresley" and driven by Brian Kilgour. Brian was a bit concerned at the way the locomotive was making very hard work of what should have been a relatively light load and perhaps wondered if he was going to reach the station. Investigation showed there was a problem with sticking brake shoes on the riding truck. Many visitors were impressed with the way

the elevated points operated from the lever frame and with the way some of us had mastered the order of pulling the levers.

The BBQ lunch was enjoyed by all, every bit of shade was taken up. John Noller's skills at the BBQ were appreciated as was the great service provided by the canteen ladies over both days of the week end.

Late night running was enjoyed on the Saturday night with some members and visitors staying overnight for security reasons.

Presidents 50th Anniversary Speech

Councillor Peter Graham, the Mayor of Ryde, Mr Barry Glover, the National President of the Australian Live Steamers, Representatives of fellow live steam and model engineering societies, ladies & gentlemen.

As President, and on behalf of the Directors & members, I would like to welcome you to the Sydney Live Steam Locomotive Society's 50th Anniversary celebrations, and I hope you are enjoying the day. There will be a few short words from myself, followed by the Mayor, then Barry Glover and then you will be able to enjoy lunch & some more running.

This is our 50th year. On the 13 July 1948 we had our inaugural meeting, following a decision to use these grounds. On the 22 October 1949, the then Mayor of Ryde, Alderman K Anderson officially opened the grounds. On the same day the Commissioner for Railways Mr Garside opened the first 400 ft long elevated track for 2½ & 3½ inch gauges.

3 years later, our first 5 inch gauge ground level railway was opened by the Mayor of Ryde, Alderman H Mitchell in October 1952. This was a pioneering railway and one of the earliest 5 inch ground level tracks in the country.

It is appropriate then, that we have here today the current Mayor, Councillor Graham to share with us our 50th anniversary.

When we occupied these grounds in 1948, they were little more than a rubbish tip. With the hard work of the members, the grounds are now an important part of the amenity of the local community. It would be true to say that it would be virtually impossible to have a facility like this in the area if we were starting today, so we value it dearly. It was satisfying to receive a 21 year extension of our lease, the maximum term currently possible, when we recently renewed it. This gives us confidence that the community also values these facilities and what we do.

Model engineering is a way of bringing to life the technologies that surround us. We operate more than steam locomotives, we provide a real railway in miniature that both educates and amuses. It is better than a book. It is an experience.

We believe we have been leaders in the movement, indeed many of the standards currently acknowledged in the movement have had their origins here.

We also believe we have been good citizens. We have beautified the grounds, we get on well with our neighbours, we make no demands on our hosts and we provide a facility that would not be possible on a commercial basis. And in the process, we enjoy ourselves! We intend to keep on improving the grounds.

I would like to acknowledge two things this morning. Firstly, the outstanding efforts of the members in the organising & operation of this major occasion, & especially for the ladies who have so capably handled the catering. Secondly, to publicly acknowledge the fact that we have had only one Treasurer in our 50 years-John Hurst. A most unprecedented & dedicated service to the Society & the community.

Mr Mayor, thank you for coming, I hope you find our railway interesting and fellow live steamers thank you all for coming.

Warwick Allison
22 March 1998

On behalf of the Canteen Ladies

Laurelle Larkin

**wishes to thank all members for the tremendous support
they received in the way of cakes, etc., for the week end.**

**While we may have run short on some purchased items the supplies provided
by the members held out well.**

Thankyou. Thankyou.

It would be appropriate here to recognise the service that the Canteen Ladies provided over the two days. On Saturday they served the general public, members and visitors and again on Sunday they looked after the Official Party, members and friends. The weather conditions were not ideal but this did not distract from the way we were looked after. The Society owes you all a great deal of gratitude

General Items.

April Running Day.

We had a good crowd, with nice cool weather. On the elevated track we had Brian Carter, 0-4-0 ng tank loco., Paul Taffa, "Hunslet", the Larkin's C35, Ken Baker's "Simplex" and Jim Leishman's "Mountaineer", and Jack Grierson's C38.

The ground level was powered by Warwick Allison's "V" class, Ray Lee's V.R. "S" class, Peter Shiels' C39, John Hurst's Mountain and Jeff Sorensen's C30T.

There were some boiler parts to be admired, Ron Larkin had the good part of a boiler for a 5" gauge D 59 class while Ken Baker had the rear fire box plate and firehole for his Northfolk & Western "J" Class.

President's Breakfast.

A rather damp morning, a definite contrast to our March celebrations, but there was a very good roll up of members, and some wives, to enjoy a vast array of breakfast tucker. Your editor was not there early but still had a good second breakfast / morning tea. With a plate of bacon going begging on the table Bill actually admitted he had to have a break. Trevor Collett, missed his Weet-Bix, we must have a box for 1999. By the way, Trevor has given away the chalk and the class room for a life of retirement, those Garretts should finished soon??

To those members who did all the cooking, thankyou it was another superb effort.

Despite the weather we had some locomotives in steam, Brian Carter's tank, the Allison "Maisie" and later Jeff Sorrensen's C30T.

Orange Inter-Club Visit.

Saturday was cold and windy but Sunday turned out to be a glorious day. SLALS locomotives were as follows: Tram car Toby Allison, SMR 10 class, Bernie, D5112, Mike, "H" class, John T, and Barry Potter's D55 which was on display on Saturday and in steam on the following day, it ran beautifully. Barry was awarded the Blue Mountains Trophy for the D55. The Potter built D53, owned by Craig Hill was running on Saturday. There were lots of engines but running went on without much fuss, a very enjoyable week end.

General Items.

Ground Frame.

Pete Shiels has welded on some more substantial stops for the elevated track stub points. The new lever arrangements caused the old stops to suffer some extra bang! and tended to bend and put the alignment out. The new stops together with some minor adjustments have been tested out and work well. The operation of the frame is a feature of the elevated operation on running days. Quite a few people have remarked that Cec would be smiling now!

Ground Level Signalling

Bill Richards & Henry Spencer have repaired the burnt out point machine. (Its only been in service for 10 years and was probably 20 years old when installed after a hard life in a VW-don't things last?!). This point had displayed some 'hard to start' tendencies in recent times, so we are glad it has finally decided to pass on. Warwick & Henry have replaced the relay where the contacts had lost tension due to the higher currents being passed while the machine was cooking itself. We also suffered a couple of lamp failures which were probably exacerbated by the hot weather conditions.

Inner Main Curve and the new Sidings

The new sidings were commissioned in time for the weekend and they certainly enhance the display of vehicles on the railway and provide a useful storage area, capable of being shunted by trains, it being trailing to traffic.

Work is currently progressing on measuring up the adjacent curve. It is intended to ease the curvature here to remove the problems of maintaining superelevation and the suddenness of the direction change adversely effecting passengers. At this stage it looks like the 50 ft curve currently in place will be replaced with one around 120 ft.

New Provisional Members

Hubert Alan Coucil

Mick Murray

We hope your association with the Society is long and enjoyable.

Mick & son Scott have been around recently & have assisted ably in various tasks, plus the compulsory requirement of drinking tea! They did most of the repainting of the channel iron and signals prior to the Anniversary Weekend & very smart they look too! (The signalling that is!) The general comment was that if you didn't keep moving, they'd paint you too! Mick is with FreightCorp.

New Loco

Andrew & Michael Allison's Great Eastern Tram engine had its first run just prior to the Anniversary Weekend. Loading of one small boy seems fine. At least the headlight is well above average! The kids certainly have a ball with it.

New Carriage.

Brian Carter's new Sandy River & Rangly Lakes caboose is a beauty. Built to 2½ inch scale, it is a big van for the 5 inch gauge. It accommodates the guard inside. The current thought is this is the first fully ride in carriage for 5 inch gauge?

Garden Roster.

June. '98. B.Courtenay, K.Baker, B.Carter, V.Condon, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, P.Taffer.

July. '98. J.L.Hurst, A.Cottrell, J.B.Hurst, J.Leishman, J.Lyons, P.Lyons, B.Peake, M.Tyson, M.Yule.

Aug. '98. B.Hurst, T.Eyre, P.Brotchie, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.

Sept. '98. W.Richards, W.Fletcher, F.Collins, M.Gay, R.Larkin, S.Larkin, D.Lee, J.Noller, G.Robertson, H.Spencer.

Gate Roster.

June. M.Haynes.

July. B.Hurst.

August. J.B.Hurst.

September. J.L.Hurst.

Diary

June 2 Annual General Meeting All Members welcome. Come and vote for the Directors.

June 6,7,8 Hot Pot Run Illawarra Live Steamers.

June 20 Public Running Day

July 7 Directors Meeting

July 11 50th Anniversary Dinner at Denistone Bowling Club.

July 18 Public Running Day
 August 4 Members Meeting.
 August 15 Public Running Day & next newsletter.

Special Note: The Council drainage works at the bottom of the grounds will probably occur at some time in the above period. It is expected it will cause cancellation of a running day and possibly restrict another. There will be working bees to remove the existing track (on a Sunday following a running day) and to reinstate. Please keep in touch, as your valuable assistance will definitely be needed at this time.

50th Anniversary Dinner

The date for this event is Saturday July 11 1998. The function will be held in the Bowling Club across the road from 7pm. There should be specially invited guests at this event also. This promises to be a marvellous unforgettable occasion. Keep the date free!

The Development of the Steam Locomotive on the N.S.W. Railways.

Mr. C.A. Cardew. Continued.

The railway systems through out the world (which by then had reached considerable proportions) had to wait a long time before the inventive genius of George Westinghouse, in the United States, there was placed in their hands as a really satisfactory brake for railway trains the Westinghouse Continuous Automatic Compressed air Brake, developed for successful use by about the year 1872, and at about the same time , by others in England, for the Vacuum Continuous Automatic Brake likewise developed for the same purpose. Meanwhile, reliance was placed for the controlling of speed and the stopping of trains on the use of the hand brakes, usually on the tender of the locomotive and on the brake van, there being sometimes several of the latter vehicles assigned to a train to assist in this way , though there were a variety of ingenious, but not very satisfactory, mechanically operated power brake systems which had a limited application on some lines. One of these latter, which in about the year 1870 was being extensively used on the L.N.W.R. in England was in that year applied tentatively on the N.S.W. Railways, which system had not then become, as soon it was to be, one having long and very severe gradients. With this last mentioned development, of course, the brake question became one of great importance, and in 1875 resort was had to the application of the Westinghouse compressed air brake, but not yet the automatic type which George Westinghouse had produced some three years before, and the introduction of which to this Colony did not occur before another three or four years had passed. (Incidentally, it was just about this time that Captain Douglas Galton submitted his famous series of papers to this Institution on railway braking, by which the scientific basis of braking was laid.) Also, for a good many years it was only the passenger locomotives and trains that were fitted with power brakes.

It was not until some sixteen years after the first application of the Westinghouse air brake in N.S.W. that the question of equipping the goods trains with power brakes was considered urgently to require some action, and then there was set up a Brake Board, of which the late Professor Warnne of the Sydney University Engineering School was the Chairman, with various locomotive Engineers as members. It was required of this Board that review be made of the whole Brake question, including consideration of the rival claims of the Westinghouse and Vacuum brake systems. In the outcome the Board with one dissentient expressed preference for the Vacuum Continuous Automatic Brake, the same to supersede the Westinghouse, and be applied to all rolling stock of the N.S.W. Railway. The one dissentient, however, submitted a strong minority report which, being considered along with the fact that (1) the Victorian Railways had already adopted the Westinghouse Automatic Air Brake as a standard both for passenger and goods vehicles on that system , (2) that the probability of standardisation of railway gauges throughout Australia one day would involve the possibility of common use of railway vehicles of all lines, and (3) that the passenger stock in N.S.W. was already all fitted with the Westinghouse Automatic Air Brake , there was a decision issued by the N.S.W. Railway Commissioners that the minority report was to be accepted, and that goods rolling stock be equipped with the last mentioned brake as quickly as possible.

This decision was, of course, an important one, for the problem of safely working really heavy trains down the severe gradients encountered on the N.S.W. Railways, and especially over those long, steep falling grades which, on the costal side of the great dividing range, lead to the sea ports of Sydney and Newcastle was a

serious one, and becoming increasingly pressing as the weight of the traffic grew. Thus, the crux of the brake question here was not really so much that of quickly stopping a fast passenger train, but that of safely controlling the speed especially of a heavy goods train on long descents, and hence quite early in the development of railway train braking our operating engineers were forced by this necessity to face up to this aspect of the braking problem, one which on lightly graded railways, such as chiefly the English main lines are, has not the same significance, or urgency. Hence it is no reflection on the latter that the application of power brakes for goods trains has long been deferred, whereas in N.S.W. the decision in this regard was made as long ago as the year 1891, though even so it required another ten years, or more, before becoming really effective in practice by a sufficient number of goods vehicles having been equipped although, of course, all the locomotives had been fitted with the air compressors and other apparatus required long before that.

Probably, it would be true to say that it speaks volumes for the work of George Westinghouse that from the time under review there have been no really revolutionary improvements in the brake system that bears his name, either in N.S.W., or elsewhere, but only in mechanical details and by increasing braking effectiveness and capacity. Thus, in so far as developments in which the locomotive itself is concerned there have, in this latter regard been air compressors capable of greatly increased rates of air supply installed, along with the provision of storage reservoirs, from which the air pressure needed to work the brake on the train is drawn, capable of holding much greater volumes of air reserved there in for meeting this demand. Actually, as concerning this, there is a weakness in the Westinghouse brake, arising from the fact that, when descending steep falling grades it being necessary, as it is, to make heavy brake applications followed by release (subsequent reapplication at frequent intervals, this is a process which, if carried too far with the Westinghouse brake, can result in unduly depleting the pressure of the air which is stored in each vehicle, and which cannot be replenished from the engine except during the release period of the brakes. If this air pressure be progressively lowered too much in this way by a series of applications, with insufficient periods intervening in release for an adequate recharge to be secured, there will be serious loss of brake power on the train, and hence the availability of plenty of high pressure air from the air compressor and main storage reservoir on the locomotive is a factor of importance.

In this connection, it is interesting to record that when the D57 class locomotives were built, and had for the first time a large cross compound, two stage, air compressor fitted, and the storage reservoirs of a volumetric capacity that was greatly increased as compared with that provided on any previous locomotive, it soon became apparent that, notwithstanding the demand for air which could be made by very heavy trains on the long steep descending grades of the Blue Mountains Section of the Western line, the loads that could be safely controlled could be considerably increased as a result of the introduction of the D57 class engines in this downhill direction. Thus, where as the prime intention in introducing these powerful locomotives was, of course, to secure improved train loadings on the steep rising grades, there was obtained from the better braking control the practicability of increasing downhill loadings also, though in actual fact this was a potential that was more fully realised after the engines went into service than had been appreciated before.

Seeing that, as for example on the section first mentioned, and as compared with that of the other so called standard classes of goods locomotives it was found possible to increase the downhill loadings from 800 tons to as much as 1100 tons, the opinion is expressed that it was a pity that another device, the Westinghouse duplex governor, tried out on a passenger locomotive, and rejected, was not applied to goods service. The employment of this device, utilising an otherwise idle time of the compressor could have provided on numerous existing locomotives the benefit of increased braking capacity.

For Sale.

Four 5" gauge ground level passenger cars for sale. Sandberg bogies fitted with vacuum brakes.
Contact Maurie Haynes, (02) 9525 7285.

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Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shopping centre. Telephone (02) 9874 8696 Postal Address: The Secretary, PO Box 124 West Ryde NSW 2114

Web Page Address: <http://www.pnc.com.au/~wallison/sls/sls.htm>

Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each