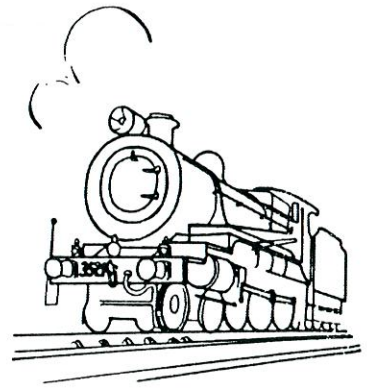


Allison

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



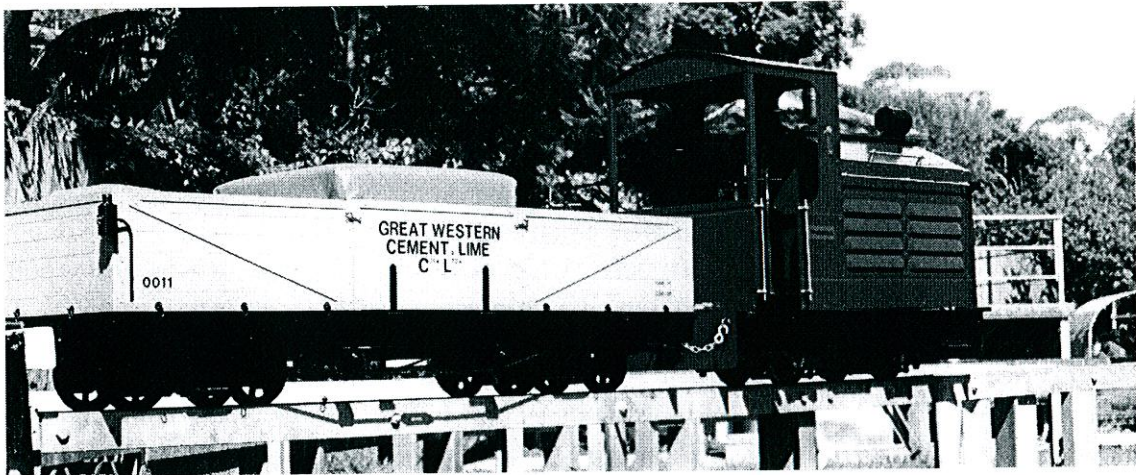
# 'Newsletter'

Vol.29. No. 2.  
May 2001.

## Running Day Reports.

**February.** As expected for this time of year the afternoon was rather muggy, the grass looked as though it was starting to get a bit out of hand. The crowd built up slowly and as usual there were a couple of birthday groups filling some of the shady spots. As far as the locomotive roster was concerned we were almost a bit light on, but we were able to cope very well. The elevated track was the exclusive domain of Jim Leishman with his Ps4 4-6-2 hauling three cars and a guards van. The inner ground level track was served by two trains, one of six cars and van hauled by Warwick with the "V" class and the other of four cars and van under the control of Barry Tulloch driving D5902. On the outer ground level run we had Henry with the TGR "R" class, four cars and a van with the second train of six cars and Ray Lee C3803. The passenger total for the afternoon was 1840.

Sitting in the ground level locomotive depot was a fine looking bogie riding truck complete with controls for Mick Murray's Ruston Hornby "Tinker Bell".



## March.

We had a hot sunny afternoon once the showers and cloud cleared away, the visitors built up over the course of the time and we ended up with a total of 2277 rides, not a bad effort. The locomotive roster was more impressive this month and we saw some variety in our running. The outer ground level track ran two six car trains. Peter Shiels with C3901 hauled one of these in the early afternoon and was relieved by Warwick Allison, "V" class to finish the run. The other train was under the command of Henry, "R" class, and Max, "Bitza". "Bitza" was carrying a Trial indicator having its first run after some workshop attention. The inner ground level track also ran two trains. Jeff Sorensen C3142 double headed with Barry Tulloch, D5902 to control one train and Ray Lee, C3803, headed the second train. Later in the afternoon Graeme Kirkby 2401, 4-6-2 joined in the running. Up on the elevated track there were two trains. Paul Taffa, "Hunslet" took one car with a van while Jim Leishman, Ps4, 4-6-2. Ran a three car and van train.

The silky oak tree that had caused some concern by dropping branches had been cut down by Council workers and while the branches had been removed the trunk was still on the ground, its size was very impressive.

Another impressive piece of work was the rear cylinder cover, slide bars, piston and cross head for Ken Baker's N&W "J" class. It is difficult to realise that they belong to a 5" gauge standard gauge locomotive, they are large!

**April.**

Unfortunately, play was called off due to rain, but it was a good social afternoon any way. With the running day so soon after the convention it had been thought that the loco roster would have been rather restricted. With the rain this was not a worry but there was a good roll up of members so we enjoyed some cups of tea and plenty of good conversation. Jeff Sorensen steamed his C3142 and was out on the track late in the afternoon.

**Members Day Report 31 March 2001**

A nice sunny morning saw a good attendance of members, locomotives and construction items for display. Andrew Allison had the A10 tender and chassis as well as the S truck top, suitably bashed to make it look really authentic, in the elevated locomotive depot. Keeping company with these were the chassis of the Hugh Ryan built 4-4-0 being restored by Mick Murray and Bernie Courtenay's very fine "Blowfly" now well under way. There was some very nice riveting on this locomotive; it is a shame that some of it will be hidden from view under the running boards. Rex Barlow had the excitement of steaming his "Conway" for the first time; Barry Potter was down from Orange to give some guidance and support. Once the loco was in steam Barry took it for a couple of laps and then a very happy Rex was at the regulator. Down on the ground level Brian Rawlinson had his "Blowfly" in steam and running on the outer track with a selection of the Allison WAGR freight wagons. Don Jones bought his 5" C36 class tender body along, very nice work in brass. The Tulloch boys had the 3 ½" "Jeanie Deans" in steam and running very well. The new owners of the late John Davies 3 ½" gauge streamlined C38 class had that locomotive in steam. The BBQ lunch was enjoyed by and the afternoon continued with some pleasant running.

**President's Breakfast and Sick Kids Day — 5 May 2001**

There was a good roll off of members for the BBQ sausages, bacon and eggs that were on offer for our annual President's Breakfast. First at the grounds was Jeff Sorrensen. (7.45am according to a reliable source. Ed.) For this meritorious event the Directors will consider the striking of a commemorative medallion! Jeff was in steam and running well before the BBQ had steam up!

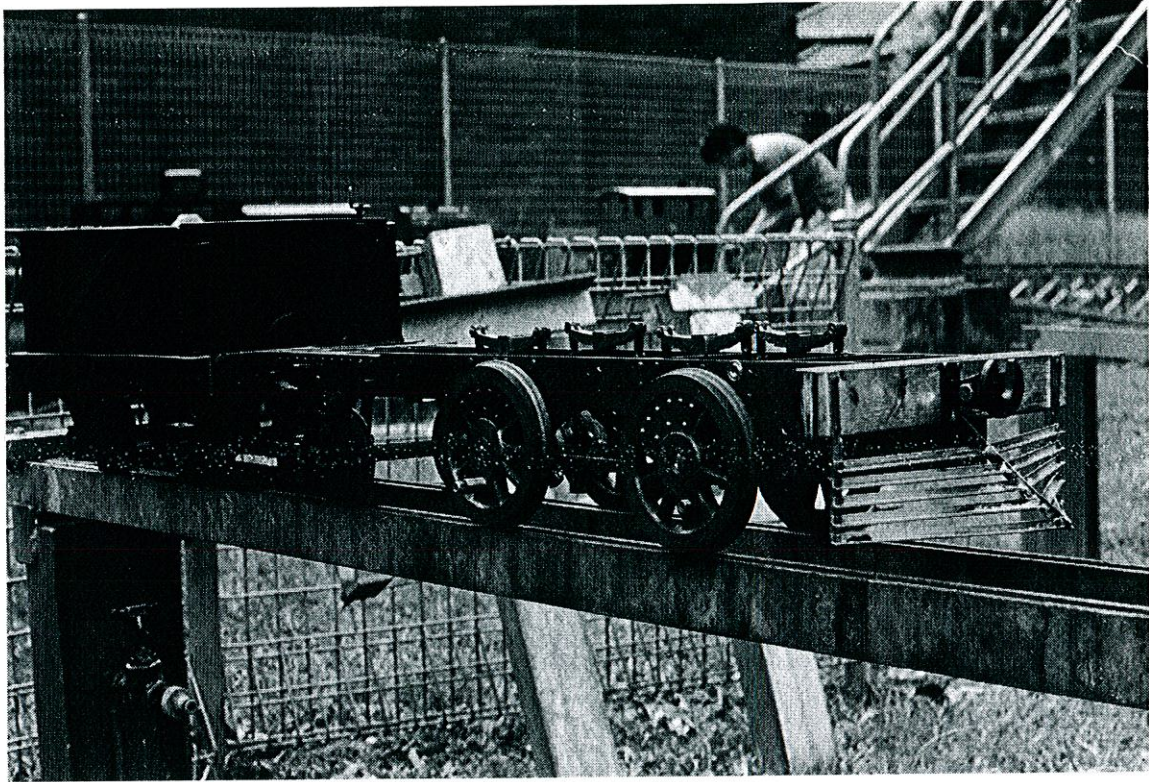
Following the breakfast was the Sick Kids Day, held for the Malcolm Sargent Cancer Fund. Five locos in steam, plus David Lee's Ruston were on roster for this occasion, and this proved adequate for the day. Jeff had the first passengers on the outer, followed by John Hurst on the inner. Max Gay and Bitza was the second train on the inner. John & Max came off just after lunch with the V class and Warwick replacing them. On the outer, John Tulloch and the 'Big J' replaced Jeff. A big black cloud loomed around the grounds for some time, but fortunately did not disrupt proceedings. To entertain us all the kids were visited by Madeline and Bart Simpson (and their suspicious looking minders dressed all in black), plus some other cartoon characters only known to children who frequent the early Saturday morning TV offerings. They had some frequent train rides to the amusement of the kids, and fortunately their out of structure gauge feet and hats were clear (just) of our lineside fixtures! Most left before the 3pm finish time on the threat of the skies, but in fact the day was free of rain until all had departed and we were in the final throws of packing up.

**SLSL Email List**

Now we have an email group of 18 members! The best and easiest way to be added is by using the email link on the SLSLS home page.

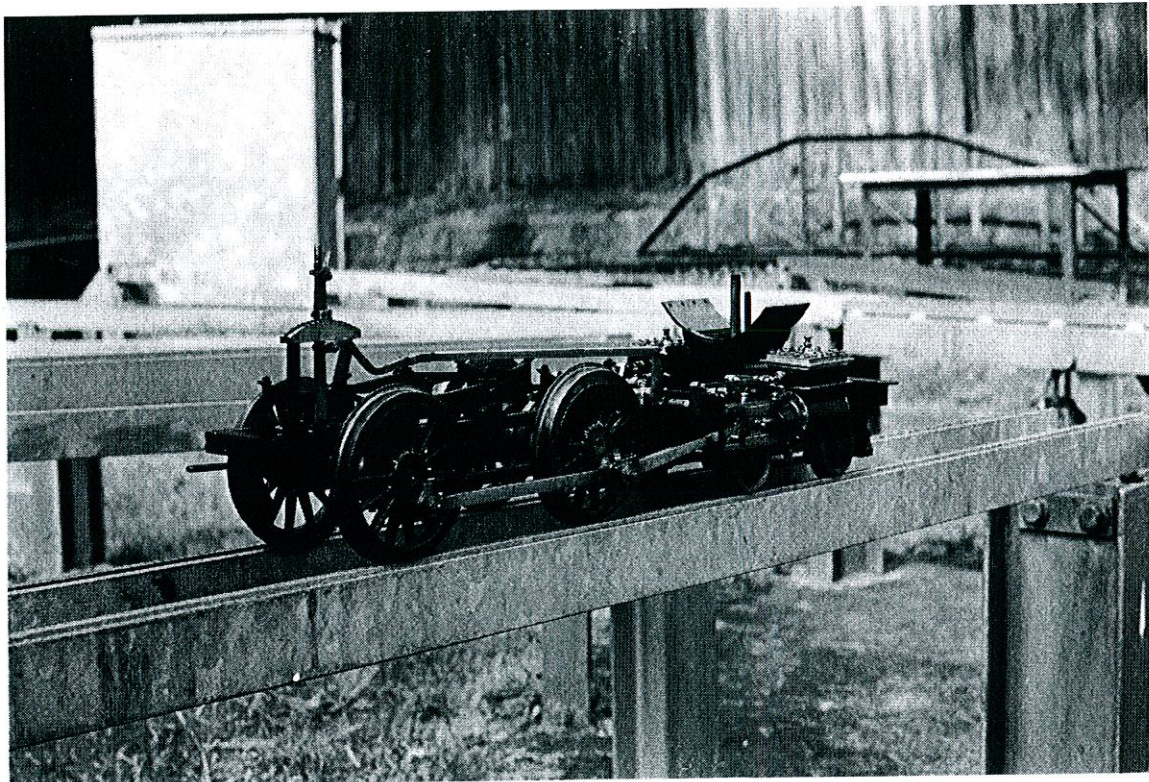
**Club Visits.****Barry Potter:**

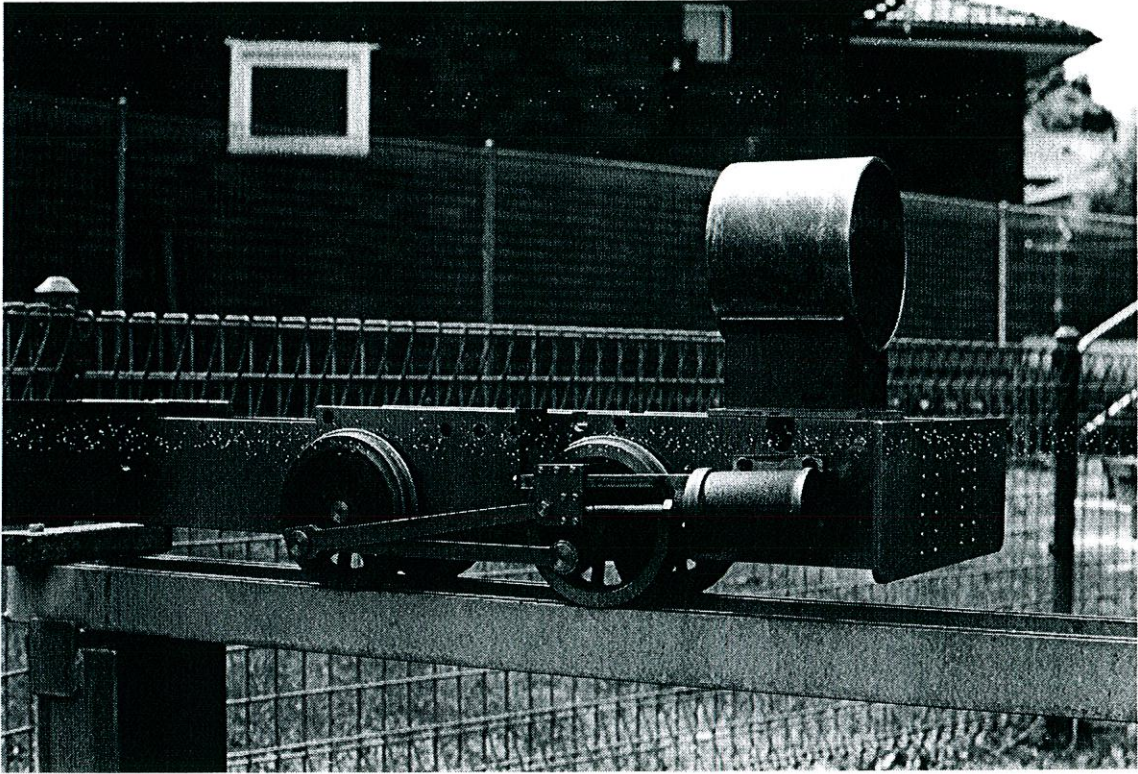
The next club visit is on the 26/27 May to Barry Potter's at Orange. Barry has a 5 inch gauge ground level track in a lovely setting west of Orange. To get there, take the Cargo Rd out of Orange and drive for about 20 minutes or so. Barry's place is off a dirt road that turns left of the Cargo Rd just after a bit of down hill run. Barry's place and guards van is just visible on the left as you approach. If you are not sure how to get there please ask!



Above. Andrew Allison's A10 locomotive chassis and tender on display at the March members day.

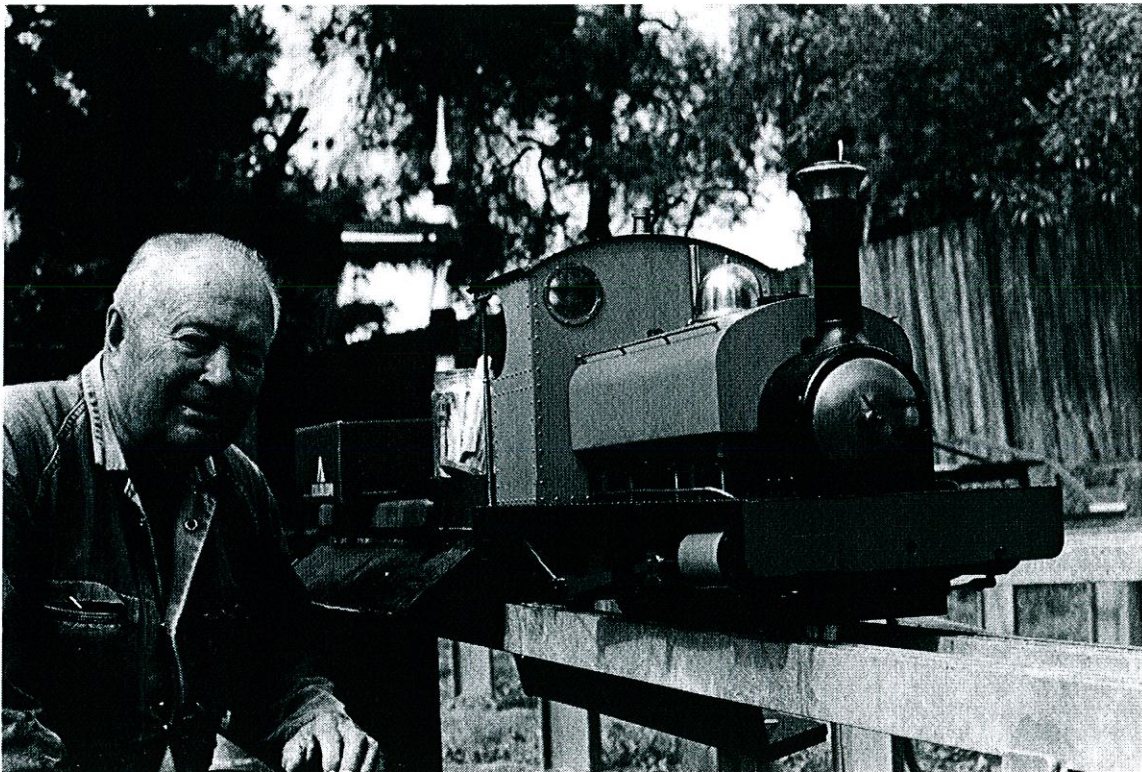
Below. The 4-4-0 3 1/2" gauge locomotive chassis that Mick Murray is restoring.





Above. A view of Bernie Courtenay's "Blowfly" chassis. It may be a simple locomotive but the workmanship is still first class.

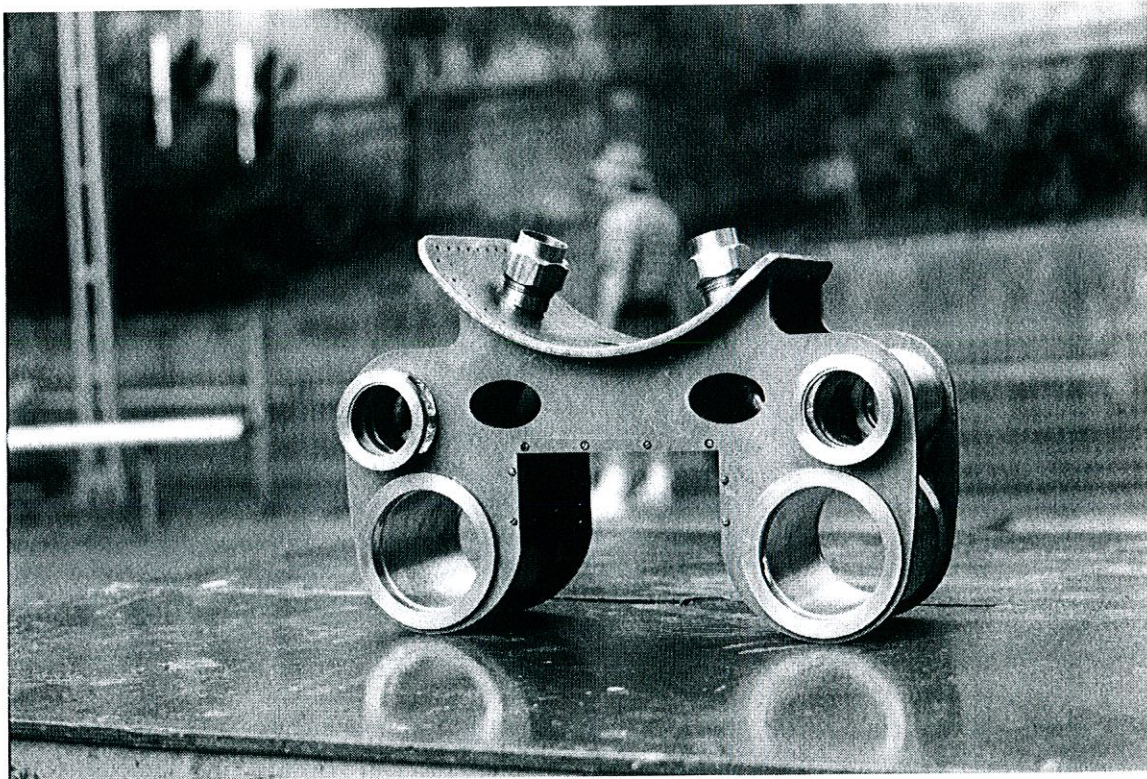
Below. Rex Barlow is about to experience the excitement of setting the first fire in his 3 ½" gauge saddle tank "Conway" at the March members day.





Above. Brian Rawlinson driving his Blowfly with some of the Allison goods carriages on the March members running day.

Below. The fabricated cylinder block of Ken Baker's 5" gauge N&W J class.



**Craig Hill:**

Craig and Reg Watters have invited us to Yarramundi on the 7 July. Their track is located on the Richmond to Springwood Rd. If you approach from Richmond, go to Agnes Bank then over the Nepean River at Yarramundi Crossing. Look out for the yellow triangle in the tree on the right hand side (only a few minutes from the river, past the YMCA camp, Mountain Ave and the Bush Fire Brigade shed ). Turn right through a railway gate, and lookout for trains!! Parking is at the rear of the property. There is a gas BBQ, and it would be good if we could bring our own gas for those wishing to use this facility. A lovely grassed area, plus gazebos make this very comfortable for all.

In both cases don't forget to take your own favourite fuels (whether for the loco or yourself!)

**Archival Revival.**

By Mark Gibbons.

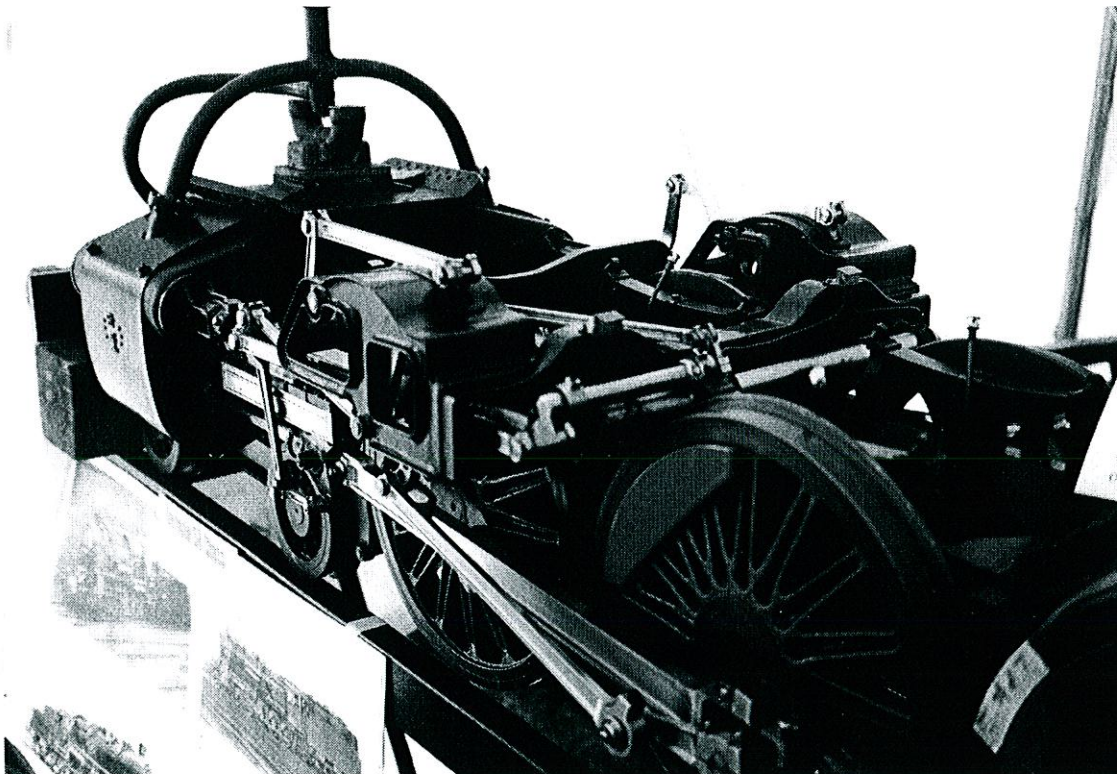
The archives of the SRA which were located at Transport House Wynyard until mid 1998 have been moved to the State Records Centre at 143 O'Connell St., Kingswood.

Aperture cards ( 35mm negative images mounted on cardboard cards similar to microfilm ) can easily be viewed and copied under your selection. The cards are included in a category called R560 and are in separate containers according to order. For example, NSWGR locomotives from 1 Class to 29 Class are in container 1. Container 2 contains from the 30 Class upward and so on. This is little different from the wooden drawers they were in at Wynyard so care should be taken when removing and replacing the cards as they can easily be put back out of order.

The "Reading Room" is spacious and the staff are very helpful. A Readers Ticket must first be obtained to view the records. A4 and A3 copies can be made and the quality of the copies is excellent. Two zoom lenses of different magnification are available making full and highly magnified views of the drawings possible. Well worth a visit.

**Easter Convention**

Quite a number of members turned up down south for the Cobden convention. This included 2 off Tullochs, Ray and Matt Lee, Lionel Pascoe, Mick Murray, Bernie Courtenay, Max Gay, and the Allison clan.



On display at the convention, Stan McKeown's freelance 4-6-4 in 7 ¼" gauge. This is a cross between a Victorian R and H class and uses a conjugating shaft to derive the valve events for the centre cylinder similar to the H class. The workmanship is superb, and the display included an all steel wet back boiler and smokebox. Stan had the engine chassis ticking over on air, smooth as silk.

## Convention Meeting Report

### AMBSC

The main issue at the AMBSC meeting is whether or not copper boilers in excess of 25 litres should be permitted. There was some fairly passionate discussion on both sides. There was also a fair bit of misinformation as well. It seems that larger copper boilers are wanted due to their freedom from corrosion. The downsides are that they would not be suitable to be built by the amateur (TIG welding would be necessary requiring certificated welders), they would be expensive, some thought that it is taking copper (as a material) beyond its engineering limits, and a significant big ask on the part of our boiler inspectors who would then be taking responsibility for things on a bigger scale (and the consequent competency proving etc). There is no restriction on anyone at present building such a boiler and having it approved by the appropriate approver (which costs). It appears that WorkCover regulations in various States also specifically mention the boiler capacities, so there are legislative implications of such a change.

Any change would be for the benefit of 7 1/4 inch gaugers only, so there is little benefit in our Society supporting the change. A postal vote will be held.

There was also discussion on circulators for Briggs boilers. Nothing concrete has emerged from this, however most seem to be fitting circulators.

### AALS

This meeting went beyond the passionate (reminiscent of the bad old days). The issue of voting proportional to members was discussed, but will not proceed to a vote. The footwear issue debate continued with some fairly rational discussion that became a bit heated. Again this will effect 7 1/4 inch gauge, and a postal ballot will be held. Proposals were put up by 3 Societies and it would be unfortunate if this fragmented the vote, however the actual change to the Code of Practice is very minor, and I suggest will have a good chance of succeeding. There was discussion regarding segregating the gauges at conventions, which was not well received and was generally considered to be the prerogative of the host society. Also, a motion regarding clarification to the definition of commercial was not well received by delegates (I don't think anyone spoke in favour as the proposing Society was not present). This is also to be determined by postal ballot, which unfortunately brought forth a declaration that postal ballots were unconstitutional, plus some legal threats (good heavens!) A motion from the floor then proposed that the motion go to a postal ballot which decided the matter, however it did the club involved a dis-service and its a pity it reached that stage. I am sure that some amendments to the Constitution and Bylaws will result for next year to fix any perceived deficiencies, but certainly everyone I spoke to the next day was most happy with the postal voting system and do not want to see it removed. Certainly voting as was done in days past would be totally impractical with the number of motions and the time allowed. It would be nice if these meetings were pleasant affairs, they certainly do not encourage anyone to stand for AALS positions!

### Name Badges

Anyone who would like a name badge (the black traffolyte type) is invited to put their name on the list on the notice board. As the list has been there for a while, if your name is not on it, you have until the end of the month before the order will be placed. Cost will be about \$6. New members please note!!

### Jim Leishman's Mountaineer, and the Epping Club

Members may recall that the Epping club emailed us with a request for a steam locomotive to display as part of a competition they were running. Jim Leishman took up the challenge, made contact, and subsequently loaned them his Mountaineer for the display. The result of this is that the Epping Club has blessed us with \$300 for Jim's effort. We have forwarded the \$300 to our charity, the Malcolm Sargent Cancer Fund who we are sure will make good use of it. Thanks Jim!

### Anniversary Book

There are still copies available. Cost is \$7.50. See Warwick or the ticket seller on running days. Stocks of these are certainly being depleted and they will not last forever!

### **Parking**

This is ever at a premium. Could members without locos please give preference to those with locos on running days for parking in the grounds, and particularly those with trailers. It is difficult to manoeuvre trailers as it is, and unloading at our grounds is certainly a test of skill!

### **Boiler Inspectors**

Advice has now been received from the AMBSC Secretary that Bernie Courtenay is now officially recognised as a boiler inspector for the Society. The position of boiler inspector is critical to our operations and it is a responsibility that earns our respect. Many thanks Bernie for making this contribution to the life of the Society.

### **Annual General Meeting**

A reminder that the June meeting is the Annual General Meeting. Most Directors are standing again, although Brian Carter is standing down due to other commitments and moving to paradise (oops, the country!) Brian will no doubt still be around! Thanks for your contribution to the Board Brian! Please give some consideration to who will help govern the Society into 2002.

### **Plans**

John Hurst Jnr has some plans for a NSWGR 13 class, and would like to see them go to a good home (preferably someone who wants to build one!). If you are interested, please contact John direct.

### **Unloading Facilities**

There was some discussion at the April meeting about the unloading facilities. Our unloader was state of the art at the time of its introduction. It is now suffering a bit. It needs maintenance (there is a leak) and there is a line of thought that things could be improved. Discussed at the meeting were powering the present unloader by the forklift system, or providing a new unloader based around the forklift as other clubs have done. If this were progressed it would attempt to cater for more than one car at a time, be able to lift higher to service top decks of trailers and those higher 4WD cars, and removal of the pit which a few people over the years have tripped in (or nearly so!) There is one scheme where both the existing and new unloading arrangements could co-exist. There are a few options here, and the possibilities of providing a better facility is drawing close. A drawing of 3 position options has been produced and is on the notice board for comment. Option 2 seems the preferred position. This will be discussed at the June meeting and hopefully a course of action determined. All thoughts are welcome!

### **Those feet issues & 'Spread those Adults out!!'**

At the May Director's meeting the issue of enclosed footwear was discussed. It was decided that we should make some efforts to help encourage compliance, so it is proposed that a leaflet be prepared and (nicely) point out the benefits of enclosed footwear. We would give one per family entering the grounds as they pay the entry, and as a little encouragement to keep the brochure and read it again, we will offer a free ride on a tear off section for a future running day. These will be issued each month until Summer, then we shall see what transpires!

It has also been suggested that we try and have (as far as possible) an adult on every carriage to help offset those littlies that want to do there own thing. Certainly the greater mass of an adult should help compensate for the kids hanging over the side. It is a worthwhile suggestion that we should all be aware of.

### **Membership News**

It was learnt at the April meeting that John Davies had passed away the previous Wednesday. John had been the Society's auditor for as long as can be remembered and had held the office of Secretary. He was an avid collector and had been a member since 1965. John Hurst spoke briefly about John and a minute's silence was observed.

At the May Director's meeting, 3 applications for provisional membership were accepted, and we now have a higher number of provisional members than for some considerable time. The current membership status is that the Society has 75 members, which includes 6 provisional and 1 unfinancial. The Society has now had 156 members over its 53 years history. As can be seen, the ratio of current members to total is very high and no



doubt is responsible for our long term direction and stability. We welcome Peter Sayers, Chris Bunnik and Greg Croudacre. We hope your involvement in the Society is long and enjoyable.

### Works Reports

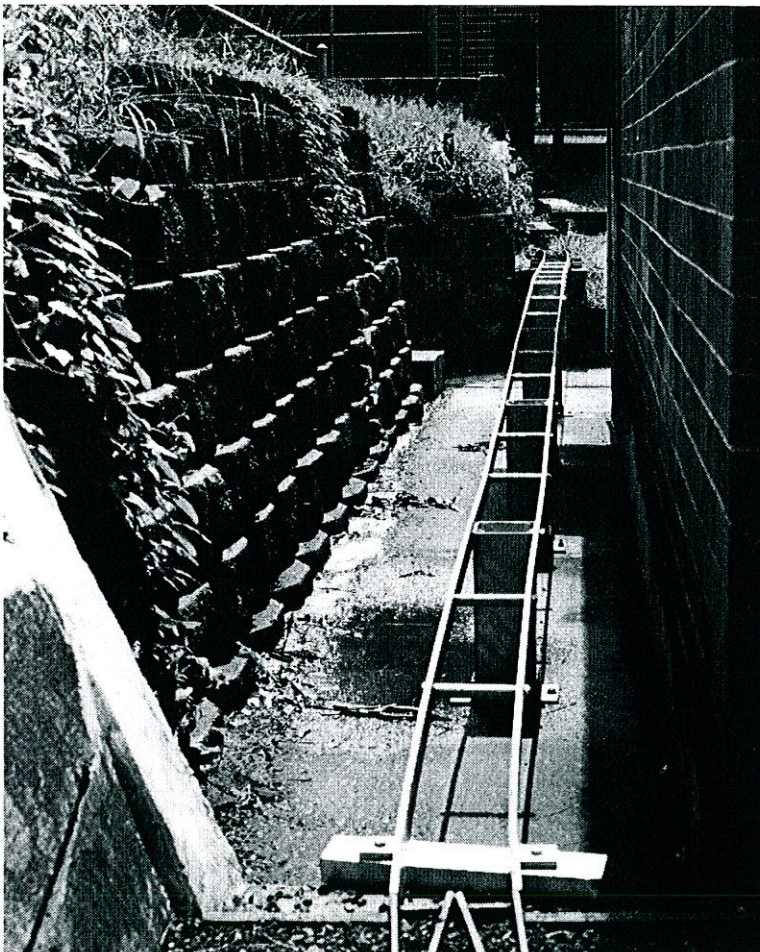
#### Hawkesbury Bridge Repaint & New Deck

Bryce, Brian, Alan and Jack have been working well on this and the bridge painting is complete. Work is continuing on replacing and painting the decking, and the bridge condition is now exemplary.

#### Elevated Track Anti-Tip Rail

Jim's good progress with the anti tip rails is accelerating. Following an incident on the March running day where an elevated car stopped dead because the footboard hit an upright due to an unruly passenger, the anti-tip rails will certainly prove their worth. This area has now been fitted.

#### Big Retaining Wall, Ballast Siding, Greening and a Clean UP.



Nothing to report on the ballast siding—its finished! Here is a photo to let you see how good it looks if you have not ventured around the back to see for your self. We have placed some old elevated beams to help retain the earth behind the tool shed. The clean up in the area as a result of this work is very pleasing to the eye. There has also been some clean ups around the place, including the BBQ area, the tool shed's inside, the signalling equipment at the Park Av. end and various pruning around the place. David Thomas is continuing planting around the grounds. He has some very good ideas and it is wonderful to have a green expert around (compared to the rest of us lawn mower experts!)

#### Compressed Air Fittings

At the April meeting it was suggested that we standardise (on an AALS basis) on compressed air fittings for steaming up. The proposed fittings are the Series 200/900 (Ryco) type 1/4 inch. These are available in both steel and brass. It is proposed that the female couplings be fitted to the permanent outlets in the steaming bays. As far as we are aware, these are the fittings used at Wollongong and Newcastle clubs and are readily available at engineering and hardware outlets. For flexible hoses, fittings should be 1/4inch BSP. The Society will formulate a proposal for submission to AALS, and hopefully inclusion in the code of practice for operations and training. As time goes by we will also change the barb type fittings we have used for many years over to these more modern and standard arrangements. Members should ensure they have the correct fittings, and preferably their own hoses for steaming up.

### The Silky Oak

This mighty tree was finally removed by council on Monday 13 March. It had dropped several branches of a rather large size over the previous month and a lot of concern was had by all. The council arborist has told us that the reason for its shedding of branches was that a previous pruning job (it was high up in the tree about 10 years ago and done by council) was done with a horizontal cut. This let water sit on it and soak into the tree, slowly rotting it from the inside.

### Elevated Carriage Shed

The repair to the carriage shed end wall, has been completed and involved the fabrication of some angle iron brackets bolted to the concrete footings and the wall. Chemical anchors were used in this work. Bernie and Ken worked this one out! As a result of the alterations, the five car set with guards van can only be accommodated in Road No. 2. This work will allow the new traverser work to be continued.

### Locomotive News.

Some members are already aware that Alan Mackellar is very proud to have in his possession the 3 ½" gauge 4-6-4 "Coronation" locomotive built by the late Cec. Gunning. Alan is presently doing some restoration work on the loco and I believe he hopes to steam it on suitable occasions. It will be a treat to see this fine piece of miniature locomotive engineering on our track again.

### Diary

26/27 May	Visit to Barry Potter's at Orange
5 June	Annual General Meeting
9-11 June	Hot Pot Run Illawarra Live Steamers
16 June	Public Running Day
3 July	Director's Meeting
7 July	Club Visit to Yarramundi
21 July	Public Running Day
7 August	Members Meeting
18 August	Public Running Day & Next Newsletter!
September	Mudgee Miniature Railway (during wine festival)
26 October (Friday)	Narooma School 0930 to 1130.

SSME Luddenham has also advised us of a night run on the 9 June. Registration forms for this are in the clubhouse. Note that this is the same weekend as the hot pot!

### Garden Roster.

June. '01.	J.L.Hurst, J.B.Hurst, A.Cottrell, A.Coucill, J.Leishman, J.Lyons, B.Peake, M.Tyson, M.Yule C.Bunning.
July. '01.	B.Hurst, T.Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.
Aug. '01.	H.Spencer, R.Collett, G.Croudace, W.Fletcher, M.Gay, S.Larkin, D.Lee, B.Munston, J.Noller, P.Sayers.
Sept. '01.	B.Courtenay, K.Baker, B.Carter, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa.

### Gate Roster.

June. P.Taffa.      July. J Tulloch.      August. B.Tulloch.      September. M.Tyson.

### Editorial.

The Easter Convention has passed for another year and once again there has been discussion about the relative size of the locomotives sharing dual gauge track. A standard gauge locomotive in 5" gauge is 1/12 full size while a narrow gauge loco in 7 ¼" gauge may be ¼ full size. The difference in bulk and mass can present the potential for a variety of problems. We should keep in mind that while we worry about our public running, our insurance needs and the compliance with the rules of any statutory body that we have to be concerned with, it is, after all, a hobby that we should be able to enjoy with the minimum of worry and

disagreement. It may be time to look at the organisation of the Easter activity so that all involved in the live steam locomotive engineering hobby can be catered for without conflict.

John Lyons.

### Post Convention Visit Report

Your President visited several Victorian clubs in the days following the convention. I know Max and John Tulloch visited a couple more. Here are my views!

#### Moorabbin

On the Tuesday we drove from Camperdown to Moorabbin. There were a few in attendance (I think most conventioners went to Pt Arlington, near Geelong this day) and very friendly they were too! The V was unloaded after some thought (their unloader was not meant for engines this big, travelling in trailers) and it road very well on the redgum sleepered track, which was fairly flat. It did not steam well (Andrew thought it was due to the small char size choking the fire) but it did OK, and it received a good clean after the run. John Campbell manufactured me a very smart flue cleaner out of available wire and after a bit of poking and twisting, we used compressed air to create a cloud of dust bigger than an atom bomb blast! Also in attendance that day was Hugh Elsol with his 'Railmotor' going round and round (and round) the elevated track, and later Bill Chalmers on a 40 year old 3 1/2 inch Pacific. Their small gauge track looks a lot of fun too. A sausage and egg sandwich lunch was very gratefully consumed.

#### City Tour

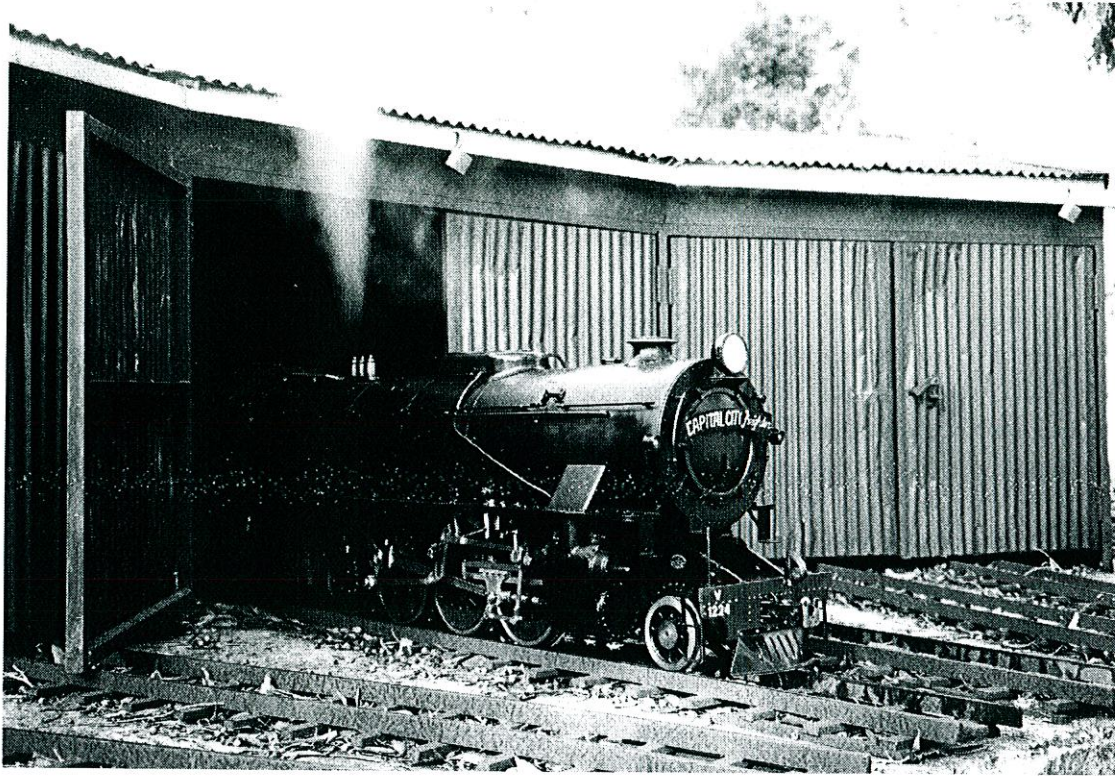
Wednesday was a (almost) train free day. We stayed at a Caravan Park near Chelsea and wanted to catch the train to the city and see the Art Gallery and Museum. On arrival at the station (Edithvale) we discovered it was unattended and that we were expected to buy a ticket from a machine. The people in front of us (also from NSW) were taking a fair time to get their requirements (the machines are laboriously slow) and succeeded by the insertion of copious quantities of \$1 coins. As there were five of us, I did not have the 28 coins needed to do it that way, and the machine would not accept my \$20 notes, despite them being inserted the correct way round! So we travelled ticket less. We purchased tickets at our destination, where we discovered they expected full fare for anyone over 14 without a concession certificate! They must send the youth to the salt mines early in Victoria! The end result was that it cost us \$32 for us to go from Edithvale to the city and return, which I consider to be excessive. (In NSW you only pay for the first child, a much more family orientated arrangement). Admittedly we could have travelled on the trains and trams all day, in which case it would have been OK, but you can't see much of the museum that way can you?

The old museum is now the art gallery, and as it was free we had a look around. It did not thrill the kids, but was well worth the entry price! The new museum is located next to the Exhibition building in Carlton gardens. It is a big shame they did not design the new building to be more in keeping with the Exhibition building, which is a wonderful piece of architecture. The museum was (technologically) a disappointment. There was a lot of (what I considered to be) wasted space. There was an excellent display on the human body and medical technology, and a superficial display on early computers. As for the rest, things were treated in an 'arty' style without any of the reasoning behind why and how things developed. There was a display of art pieces and photographs (these would have been better off in the art gallery), and there was the now trendy food at high prices and which could not cope with the crowds there that day. (Why don't they offer their food outlets to different contract vendors to introduce some competition among the captive crowd?) We did discover a nice wooden sailing boat hanging from the ceiling, and some early cars which must have been filling up vacant spaces, and without any real detail on their development.

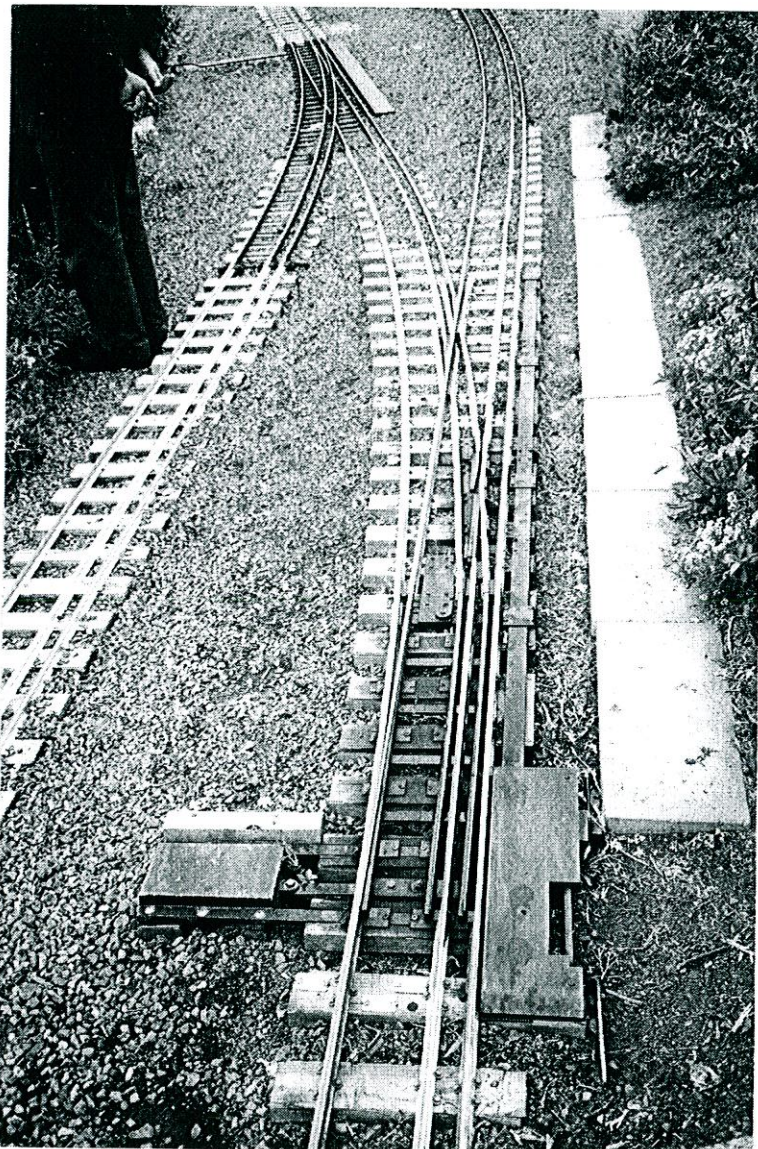
The only tram reference was an arty display of a W class wheel on a short length of track, and very little as to what it all meant. There was nothing I could see about railways. I think these museums have lost the plot.

#### Boxhill & Bulla

Thursday, I wanted to visit two clubs, so decided not to run at either. As it was we only just managed to fit them in. We started at Boxhill. This Society is in lovely grassed setting. Their track is proper rail imported from Switzerland, and screwed to red gum sleepers. It is multigauge 5 and 7 1/4. All points have moving crossings and run very well for 5 inch. The signals are operated by proper track circuits in the insulated rails, and it seems to work very well. They have quite a long run (I think it was over 1km) as the track winds around itself it takes about 8 minutes to circuit. David Smith's 42XX loco does it in 7 minutes at a scale 70mph (he has one of those electronic bicycle speedos calibrated in scale speed). The track rides extremely well, is well aligned and good super. All quality stuff. In the clubhouse they have a very nice workshop with all facilities. A



Above. In loco at Moorabbin. In real life this is where they store their carriages.



Left. Multigauge points using flatbottom rail and swing nose crossings at Boxhill. Most of their points however are of steel bar construction, although the track is flatbottom rail



Above. Your President with Lake Macquarie club Brian Jones' Blowfly, travelling close to the edge at Bulla. The view is spectacular.

Below. Yes, there is a train down there! Some very typical Aussie bush at Wandong.



near finished 7 1/4 inch gauge 57 class was on display and is a lovely piece of work. I drove Graham Tinkler's 5 inch gauge Fowler (built by Eric Evans) and had a good time. As at Moorabbin, they treated us to a BBQ lunch and this was very much appreciated. I reluctantly left to travel to Bulla to see the relocated Tullamarine club. They have a commanding position on the top of a hill, with lovely views of the valley adjacent (probably a volcanic crater), and on our visit we suffered a bit from wind chill. The loco depot is sized to suit the big 7 1/4 inch locos and there is a fairly steep climb to leave the depot and reach the main line. They are well established with clubrooms, and workshops and could handle any task locally. The run is very long and they have a second 5 & 3 1/2 inch ground level circuit planned. Currently a fair bit of the loco depot for this is in place. They still have a lot of work to do, and they have started with greening of the site. Only another million or so trees required. I had a drive of Brian Jone's Blowfly (thanks Brian!) and this loco is a little gem. No wonder Blowies are proliferating! They are having some trouble with collapsing cuttings and poor track bed, but I am sure that in time they will attend to these matters.

### Wandong

On the Friday we drove up to Wandong. This is an all 5 inch ground level track located in an ex Victorian Railways quarry north of Melbourne. The society is a private group, not open to the public. The roll up here exceeded the clubs' expectation, and they had to go in search of extra sausages for lunch! They only have solar power with lots of batteries (not sure how they got the electric urn going!), and water comes from tanks they have well up in the adjacent hill. They tell me water pressure is better than in suburban Melbourne. The track is steel bar rail inserted into slotted red gum sleepers. The points are long turnouts and very smooth in operation. The track is well laid and very smooth to ride on, although there were some rolling parts (that could have been due to excessive speed also) and has some decent grades. There are two main river crossings, ( ) on a truss bridge and one via a viaduct. Both are all steel welded and are very noisy to cross (the only drawback). It is really the only track where I have been able to really open out the V. I had a riding car plus a few pieces of rolling stock, and the engine suffered none of the steaming problems experienced at Moorabbin. After coming off the long viaduct, it was possible to open up and wind her next to middle for the steep ascent back to the yard. Fantastic!! I saw Andrew come up and I reckon he was only half a turn of the screw off mid gear! The load was nowhere near heavy enough. Next time we need a couple of tons behind the drawbar! The scenery is very spectacular and the potential on this site is enormous. If you get the chance, it is well worth a visit. That was the end of the 'little' trains.

### Victorian Rail Preservation

Victoria has a lot of preservation groups around the country. Most places you go you come across remnants of what used to be a very extensive system. Members may be interested in the ones we came across as they are easily accessible and add interest to country exploring.

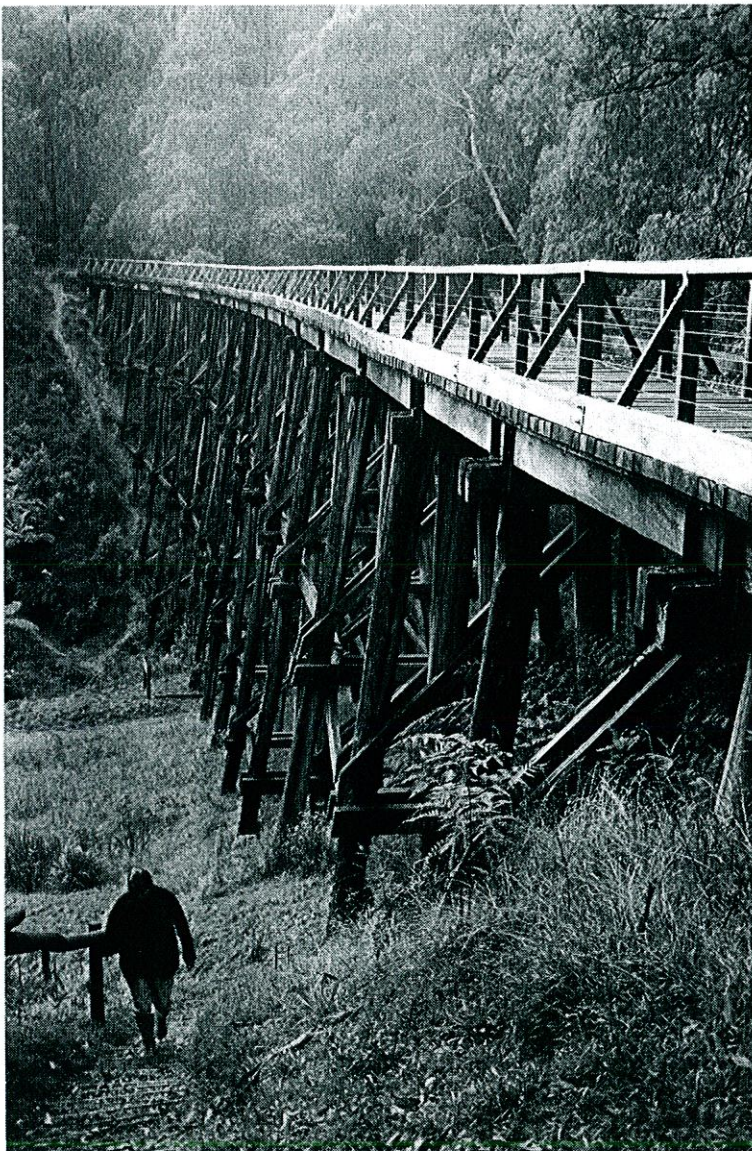
**Alexandra Timber Tramway and Museum.** This is in a park at Alexandra (mid way between Healesville and Benalla). They have a circle of 2ft gauge track and a small Fowler. They run on the second Sunday of the month. The park is open and everything is easily able to be inspected except the engines when locked in ( ) engine shed (you can peer through the cracks). There is a collection of other locos, and traction engines and the usual industrial and agricultural equipment. The old Alexandra railway station has been restored and is now a station for the 2 ft gauge. One interesting item is that they have copiously lubricated the outside rail of the track. The theory is that because of the sharp curvature and the engine disposition, it will run OK on a one wheel drive (i.e. the inner wheels), and not suffer the wear because of the usual slippage as it rounds the bends!

**Yarra Valley Tourist Railway.** This occupies the yard at Healesville (north of Melbourne), and a compound in the yard houses the rolling stock and two J class locos under restoration. They offer trolley rides every Sunday down the line and through a tunnel. Restoration of the station is under way, and as usual there is plenty of work to keep them busy for a long time.

**South Gippsland Tourist Railway.** This occupies the yard and station at Korumburra and is the line featured on the 'Something in the Air' ABC series. They run the occasional train, usually a railmotor, toward Melbourne to Nyora. They also have the line to Leongatha, but it seems the maintenance is too much, so no services that way. They do have a T class diesel as well as DERMs and some South Australian railcars, but I could not see any steam. Korumburra also has a 'vintage village' establishment called 'Coal Creek' where they have a circle of 2ft gauge track and a Bundaberg Fowler which I believe runs on weekends. It appears a good establishment, but we did not have the time to partake of that adventure as it would need at least half a day.



Above. What else could you ask for! Lunch in the park, in a delightful setting, next to Gembrook station as the NA quietly goes about shunting the train.



Left. What you find in the bush! A large timber trestle, now part of a walking trail along the old right of way deep in the bush near Noojee, Victoria

Photographs in this Newsletter  
by Warwick and Andrew  
Allison, Convention and post-  
convention.  
West Ryde scenes, John Lyons.

**Walhalla Goldfields Railway.** A line was constructed from Moe to Walhalla around 1910. It was a 2ft 6 inch gauge line built to service a busy and intensive gold mining community. Of course the gold gave out and with the war, the railway arrived just in time to be fairly useless. Nevertheless it operated until 1944, and until 1954 to Erica, before closing. It was a very spectacular line with the last portion into Walhalla hugging the cliff face just above a river, which on our visit was a raging torrent due to heavy rains (heaviest rain for 8 years and all because the got the Newcastle blokes down to the convention!). It has the sharpest curves of any railway in Victoria. The railway has been restored from Thomson (the site of a significant bridge across the Thomson River (where canoeists go white water paddling) to Happy Creek, which is a short distance from Walhalla. from what we could see work is very well advanced in getting into Walhalla, and it should not be too long before trains are running through. The Thomson Bridge is a grab bag of old broad gauge steel plate and lattice spans, and apparently survived an Army demolition exercise. The railway was not operating during our visit due to a rock fall (I can believe it, I wonder how it all stays up there!) Walhalla itself is a 'must see'. Forget those 'vintage village' recreations, this is the real thing, and you don't need to pay entry! The setting is delightful along a narrow valley with a substantial (in water flow) creek. Old tramway formations are now walking trails and there are guided tours into the mine (when its not flooded). The loco is a Fowler diesel, but a steamer is under restoration, including a Hudswell Clark being regauged and a Henschel. It's a pity there is no NA! The whole arrangement is very impressive, and of great tourist potential and looks like it will be a real goer.

**Emerald Tourist Railway (Puffing Billy).** We had a look at the extension to Gembrook. Gembrook has a new but period station adjacent to a park where you can have lunch while the NA shunts the cars in full view. The station has luggage trolleys on the platform (complete with baggage labelled 'Southampton') plus milk churns etc. The town is very close by and has plenty of eating establishments for both fast and slow food as needed. There is only one train a day to Gembrook and it lays over for a couple of hours before the return, so even when it's late there is plenty of time. The outing is a full day if you take the train. It was very quiet during our visit with the park being occupied with the passengers of the 5 car train. Very nice and peaceful. Just as an aside, the safeworking apparatus at each crossing loop is a real blast from the past, including an upper quadrant signal protecting the level crossing, worked by electric contacts operated from a wire pulled by a mechanical lever!

**Other Railways:** We did not visit other locations, but here is the list for completeness!

- Mornington Railway Preservation Society (Moorooduc Railway Station)
- Central Highlands Tourist Railway (Daylesford)
- Bellarine Peninsula Railway (Queenscliff)
- Victorian Goldfields Railway (Maldon)
- Seymour Heritage Centre (Seymour)

**Other Items of Interest:**

We drove around the forest areas north east of Melbourne. This is timber tramway heaven and there are plenty of walking trails along old right of ways. One particular location near Noojee has a large timber trestle and an easy going walking trail along an old 5'3" right of way. Marysville ( north of Healesville) is a delightful town and well worth a visit and the journey there from Healesville is a winding road amongst very tall white trunked eucalypts. Very impressive. We took the road to Wangaratta after visiting Alexandra. This goes near Mansfield, where the creation of Lake Eildon in the 50's resulted in the railway gaining a long and substantial bridge across the upper reaches of the soon to be flooded areas north of Bonnie Doon. Of course after this they closed the railway, and it is now a walking track. One of the biggest white elephants I have seen! Well worth a look!

*Newsletter' is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.*

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