

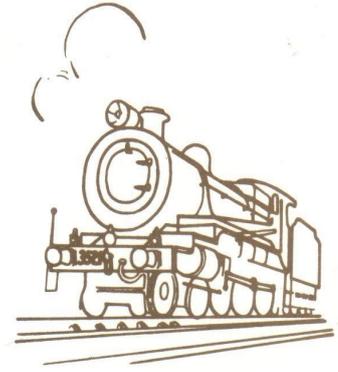
Sydney Live Steam Locomotive Society

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

'Newsletter'

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Ross Bishop visited us in March with "Toneya", and his presence was much appreciated.

Running Day Reports

February 2005 Running Day Report.

A hot sultry day for the last running day of the summer season. For this time of the year we had a very good roll up. We opened the gate about 10 minutes early and Alan Mackellar, our gatekeeper, had a very busy time well into the afternoon. There were a big number of party groups and they had staked out the shady areas in no time at all. Shoe problems were rife, and we really do need to have our scout at the entrance, as this definitely makes station life easier.

The elevated track was well catered for with, among other things, a hardly used locomotive under new ownership.

The 2-8-0 "Nigel Gresley" belonged to the late Tom McMurray and is now proudly owned by "young" John Hurst. This loco was coupled up with Brian Kilgour's "Nigel" and Ken Baker's 0-6-0 "Simplex" ahead of Six

cars and a van. The afternoon started with John in the lead, Ken and Brian with his loco as train engine. There were some brake problems, a hose was discovered disconnected under a seat, but with this fixed all was still not perfect. Later in the afternoon the locomotives were remarshalled with Brian in the lead, John in the middle and Ken with "Simplex" as train engine. This train looked very impressive. I rode as guard for most of the afternoon, the sight of the locomotives rounding the bend at the foot of the grade was excellent. Greg Croudace, 3½" 4-8-2 Qld. Tank engine and David Thomas 2-6-0 B10 with three cars ran a reliable service all afternoon as did Paul Taffa with his Hunslett hauling one car and a van. There were long queues for the elevated at times but the six car train reduced the length of the line very quickly.

The inner ground level had two trains both with six cars. Warwick's V1224 headed one with Warwick at the regulator. He was very pleased that the new boiler clack valves installed in the previous week worked perfectly. The second had an interesting line up of Ross Bishop



**Members proving that the bridge does not stop the February rain!
This picture is a clue for 36 Across.**

March 2005 Running Day Report

The weather was cloudy but the rain stayed away. The morning was glorious at Seven Hills and as the cloud built up I thought that the forecast for rain would have been correct. Driving on the M4 at Parramatta there were some spots of rain and that was it for the afternoon. As these notes are jotted down on the Saturday evening its raining at the Sydney Football Stadium as the Waratahs win another Super Twelve match, we were very fortunate.

We had a fairly slow start, Bernie had a very relaxing day on the gate, hardly seemed to be doing much business. There were plenty of open spaces and a few party groups in the shade. One group “Zac’s” party had their own gazebo and banner beside the club house near the inner station exit gate.

We were a bit short on motive power for the day but we still managed 2151 rides, not bad for a day that was rather quiet.

For most of the afternoon there was only one train on the elevated. This was a six car triple-header, with my Z1915, and the “Nigel Gresleys” of John B. Hurst and Brian Kilgour. The 19 ran in the lead and Brian’s loco was train engine. This was the 19’s first run in a few months as it was layed up while I recuperated after my hernia operation. (I started a bit of a trend here, Henry and Graeme are both recovering from the same thing – moral, lift things carefully.) It was great to be back at the regulator and the afternoon’s run was most enjoyable. John L. Hurst had a change of scenery

with his very well built D5035 with Max and “Bitza” as train engine. These two locomotives double headed for a short time but were joined by Bernie, SMR 10 class who coupled up in front of the D50 to make a triple header. The outer track was the sole domain of Ray Lee with C3803 for most of the afternoon till John Tulloch came on duty with the “J” and a load of three cars.

Despite the loco shortage we hauled 2075 passengers which is about 400 up on a usual February day, and is in line with the increasing attendances being experienced generally.

We had a few point problems due to water in the mechanisms, ably fixed by Mark Gibbons. I was trying out my new digital camera around the grounds but old habits die hard as I had the trusty Pentax as well, it takes the picture when the trigger is pressed and does not have to think about it for a second or so.

There were occasional wisps of breeze to make you think that there would be some relief from the humidity but it was not to be. The forecast storm eventually built up and even with the rumble of thunder the crowd stayed on till the rain and strong wind started at about 4.20pm. Fortunately the wind abated quickly but the rain was pretty heavy and included some hail. We all got wet as the packing up was completed.

The loading area was a bit slippery and the levelling and concreting of this area will be very welcome, but the multiple car access certainly helped the faster get away.

riding as guard on the end of this train. David Thomas eventually joined in with the 2-6-0 B10 hauling one car and the Andrew Allison built QR four-wheeled brake van. Just after 4.00pm the six car train was reduced to three cars with the van and John L. Hurst took over the running on his own with his “Nigel Gresley”. The 2-8-0 handled this load easily and John seemed to enjoy the run on his own. The previous week Jim Leishman had made an excellent job of repairing the section of track and beam damaged by a falling branch sometime between the 27th February and the 1st March. This was just to the north of the carriage shed. A new section of track had been fitted and Jim’s workmanship was so good that unless you had seen what happened you would not have realised there had been any damage at all.

Ground level running was limited to three trains for most of the afternoon. On the inner track Ross Bishop was again visiting this time with “Tonya” 0-6-2 Bundaberg Fowler. Ross was first out on the track and his attendance was very much appreciated. The second train was hauled by the Allison V1224, Andrew was at the regulator and Henry as guard till afternoon teatime after which Warwick took the regulator and Andrew went to guard. Their train had two guards vans, one ride on, the other a scale WAGR “Z” van.

The only outer track train for the best part of the afternoon was a double header with Ray Lee C3112 and Jeff Sorensen with C3142T. The Tullochs must have

thought the callboy said “the night mail” but the two Baldwins, D5902 and the “J” were eventually out on a train. With the extra passenger capacity Ray Lee cut off C3112 and Jeff continued with only three cars loaded till the end of the day.

Earlier in the day Gary Buttell ran his 3 ½” C3675 and packed up at lunch time, Greg Croudace had his 4-8-2 QR tank locomotive in steam but came off the track before public running with injector trouble. Mark Gibbons had done some work on the point motors during the week as these worked well all afternoon.

April Running Day.

The forecast was not the best, showers to clear, but they did not eventuate. All afternoon there was a very threatening black cloud that seemed to just sit over Denistone Station. Quite a few of us noted it and made comment later on.

Steven Border was on the gate and while there were no long queues at any time there was a steady stream all the afternoon building up to give the best result for an April running day since 1994 when Warwick started to keep his records, 2747 rides. Before public running started Jack Grierson had his new 3 ½” gauge 2-6-0 in steam and Jim Leishman was on the track early with the Ps4 running driver training for some family members.

On the outer ground level track Ray Lee ran one car set with C3803 and the John Hursts drove the 4-8-2 Mountain class on the other car set.

The inner track saw Matt Lee, C3506, double head with Max Gay and 0-6-0 “Bitza” on one train. Andrew Allison was driving V1224 on the other but was forced back to loco early with a vacuum problem. With the aid of the Vacuum gauge carriage brake analysis kit the fault was quickly traced to a leaky hose on the front buffer beam and a repair carried out. The locomotive then ran till the end of the day.

The elevated track saw a triple-header on five cars and a van. I had Z1915 at the head of the train followed by Brian Kilgour, “Nigel Gresley” and Bernie Courtenay SMR 10 class running train engine. We enjoyed a very good afternoons running, nice and steady at goods train speed. Jim Leishman hauled a four car with van train and David Thomas B10, 2-6-0 took the last car. Young John Hurst had his 2-8-0 in the elevated loco but did not steam it opting to run with John Sen. on the ground level. It was good to see Stuart Larkin who was home for a few weeks and came down to assist as guard for a while. Stuart has been working in London and has not picked up an English accent, he expects to be home by year’s end. Graeme Kirkby was on light duties following his hospitalisation.

We had a special group of visitors from the Road Steam Association who came and stayed for a BBQ tea. A few



Inner Main train operations on the February Running Day with V1224 in the station being passed by Bernie and the 10 class, Ross Bishop and his 50 class and Max Gay with Bitza.

members stayed behind with the visitors and Warwick gave them a special run behind the V. We have received a letter from them thanking us and Mark Gibbons (the member connection) and saying they had a very enjoyable day.

David Lee showed us the boiler plans for his Commonwealth C class locomotive

Presidents Breakfast and Sick Kids Day

Despite the great weather we have been having the weather for this event was typical autumn, cold and showers. There was a good roll up of members for the President’s Breakfast with the President actually the first one at the grounds and acting as provedore as well. (Bill was still recovering from his stint in hospital.) The



Brian Hurst and Henry Spencer at work on the Inner Main Station.



Brian Kilgour in his harlequin overalls outshines his Nigel Gresley. He leads John Hurst and his Nigel and Ken Baker and Simplex on what has now become, the typical long train on the elevated.

bacon, eggs, sausages and onions were expertly cooked by a number of members and were very much enjoyed by all. Bill was there to enjoy the feast and is on the mend as is Henry who is also making satisfactory progress. Bryce Peak left mid morning having farewelled many of us as he is heading north of the border to be closer to

other family members.

There were five locomotives in steam, Warwick had V1224, John B.Hurst tried out “Nigel Gresley” on the ground level.

Brian Kilgour ran his “Nigel”, Graeme Kirkby 2401 4-6-2 and David Thomas ran his B10.

The Malcolm Sargent helpers looked very smart in their red corporate shirts and the day seemed to go off well despite the weather. There was a BBQ lunch, clowns, face painting and other activities as well as train riding, coal shovelling and whistle blowing.

What’s Doing!

150 Years of NSW Railways

The Society is planning an event on 3 & 4 September 2005 to celebrate this occasion. The web site has been updated with details. The event is linked to the NSW 150 Years site with details of all events. The format will be two days of public running days, 10am to 4 p.m. There will be a display in the clubhouse. Public running will be as per demand, but at least one passenger train should operate on each railway. This will leave space for various NSW theme trains to operate, including scale rolling stock. We are sending a written invitation to those friends who may be able to assist us in enhancing the NSW theme. This is not an interclub or general invitation type event, but more akin to a normal public running day but run with a special theme. There will be a BBQ tea on the Saturday night to celebrate the event and thank our invited guests! As it’s a birthday, should we have a cake?

We are also investigating the possibility of assisting with the main RailCorp displays on the actual anniversary weekend. This is tentative and details are still being formulated.



John Lyons and 1915 leads John Hurst and Brian Kilgour with their Nigel Gresleys making easy work on the rising grade on the March running day.

Loco and Rolling Stock News

At last a brand new loco hits the rails. And not one but two! Jim Lieshman’s 10 wheeler American 4-6-0 had its trial trip on the 30 April, and it hauled the loads applied without difficulty. This is an unusual loco, much more in the traditional style that the average visitor is likely to think a loco should look like. It is likely to be very popular with the kids with its bright colours, which match the carriages very

closely (you didn't get the paint out of the old clubhouse did you Jim?!) It has aluminium coupling and connecting rods, and a lot of polished surfaces. We will look forward to it when it debuts on a running day. Congratulations Jim! Also with a new loco was Jack Grierson with his 2-6-0 3½ inch gauge loco. This is reminiscent of a 25 class and it is good to see new locos for 3½ inch appearing. With Greg Croudaces 4-8-2 tank loco, and Gary's 3675, Jacks loco is now making sure the small gauge elevated doesn't fall into disuse! We have also seen impressive photos of Ken Bakers J class tender built using aircraft techniques.

Coal

Thanks to Barry Tulloch, and Martin Yule who picked it up from the depot, we now have a supply of char. The bins have been filled and the coal shed has been cleaned out. It is certainly good to be able to use nice clean fuel again! There is still plenty of black around with the problem that it may need crushing. The char is correct size as is some of the black ex the Maritime Museum.

Anniversary Books

A limited number of these have re-appeared and are being sold on running days for \$7.50. If any one has dog eared their previous copy, this will be your last chance for a nice one! They are not expected to last to long.

Eraring Power Station Visit

A small group met at this establishment on the Sunday of the Anzac weekend. After viewing the orientation DVD we headed off past the coal mills and up in the lift to the boiler drum and safety valve level. We made our way down to the production floor by way of the coal delivery system and the control rooms, the operators on duty gave some explanations of how things worked and we saw the current bidding price for the power that was been produced at that time. On the production floor



Jeff Sorrensen with 3142T and Ray Lee with 3112 on the outer main on the March running day. In the distance beyond our patrons' cars, the Woolworths is gone and work is progressing on a new shopping centre.

Unit 4 was in the process of re-assembly, I, for one always enjoy seeing the size of the engineering components involved in something of this nature and marvel at the accuracy attained in the alignment of the different sections of the turbine shafts. The little bit of NSWGR history on the production floor was a master clock that had connections to many of the early railway department sub stations.

The final part of the visit was to the "Glory Hole" to observe the cascade of cooling water into a giant outlet hole as it heads back to the lake by way of Myuna Bay. Our thanks to Peter Lyons for organising this visit and expertly answering the questions about the operation of the station. A late lunch was had with the ducks and seagulls on the bank of Dora Creek.



Jim Lieshman and his new 10 wheeler. This should be popular with the patrons!



The SLCLS visit to Eraring Power Station, under the capable guidance of Peter Lyons.

Oh No! Kids on the Trains!

It would be fairly true to say that the main cause of derailment or incident on a running day is kids leaning over. A carriage load of kids in a party group is a particular case in point. Thank heavens we don't have the Boy Scout and cub groups come that used to! They will all know each other which promotes interaction with the others on the train, and the extent to them misbehaving will only depend on how hyped up they are! It is possible however to reduce the chance of problems. Bernie is the expert and this recognises his targeted technique!

If you are the stationmaster or guard, take particular notice of carriages loaded only or predominantly with kids. When giving the warnings to "Sit up straight, keep your feet on the footboards and don't lean over!" make sure the kids are paying attention.

If necessary, stop and get their attention first. When this is given, speak directly to them. "Now kids-do you know what to do?" "Keep your feet on the footboards, (*point to the footboards*) sit up straight, and don't lean over". "Do you know what happens if you lean over?" "You'll fall off and hurt yourself!"

Giving the kids that little bit of targeted attention, will show them that you are interested and are going to be keeping a look out. They will have got the message, and hopefully they will remember it for the next couple minutes during the ride. Its also good PR not just with

the kids, but also the parents. It shows we care and gives us a good profile that we are taking that little bit of extra effort. As well, it will reduce derailments!

If you see some leaning over during the trip, don't be afraid to stop the train and remind them of their responsibilities. If they have been specifically warned before it would also be reasonable to say "If you don't do as I tell you, I will have to put you off the train!"

Most parents appreciate the supervision being given. A smile or a gesture at the adults as you return to the guards seat will put them on your side.

Don't ever yell, or lose control. If you feel you are reaching this

state, request relief and go for a cup of tea! Things can be trying at times, but a firm clear statement will show who is boss. We are not all child psychologists, but simple things such as the forgoing can reap safety benefits and enhance our public interface. Give it a go!

Lawn Mowers

The May Directors meeting considered our lawn mower and whipper snipper fleet. It was decided to try and standardise on 4 stroke equipment. This would hopefully reduce the noise during gardening days, and remove the need to mix the fuel. Ball bearing wheels was another thought. Some replacement mowers are being considered plus whipper snippers that can extend the lead without the need to dismantle the head as is current. If members have any recommendations, then please let the Directors know your opinion.

Members News

Nathan Lyons has been accepted as a provisional member at the March Directors' meeting and Gary Buttell has been accepted as a provisional member of the Society at the May Director's meeting. Gary will be well known to members for his 3675, which he drives mercilessly at speed around the elevated track. We hope both your association with the Society will be long and enjoyable. Both Henry Spencer and Bill Richards have been trying

EDITORIAL

In a very round about way I recently discovered the existence of the Meccano Modellers Association. This group of enthusiasts holds a display on the Saturday following Anzac Day in a Church Hall at Forresterville. Now from Seven hills that seemed a bit out of the way but never the less I ventured into that part of the world to see what was on offer. I found an interest collection of some rather complex pieces of Meccano engineering. There was of course the traditional red and green colour scheme, the more up to date yellow, silver and black and the dark blue with gold checker lining.

I saw for the first time some military models available in kit form the early days of the second world war. It would be a safe bet that a few other members started on the way to model engineering with Meccano.

I was lucky enough to have had my Dad's 1920's No.4 Meccano set, built up to a 1950's No.7 with some extra gears. This collection has been added to with some other sets over the years. I have been able to make use of Meccano to demonstrate many concepts to Engineering Studies classes.

Through the Meccano Association it is possible to get copies of the old instruction books and, I think, the full set of Special Model leaflets that covered some very impressive pieces of work.

I was reminded of many enjoyable hours spent using the meccano pieces an activity that forged an interest in liking to "make things".

John Lyons

Garden Roster

June. W.Allison, N.Amy, B.Kilgour, B.Millner, J.Mulholland, M.Murray, S.Murray, V.Sciicluna.
July . B.Courtenay, K.Baker, J.Grierson, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa, D.Lee.
August. J.L.Hurst, J.B.Hurst, S.Border, A.Cottrell, J.Leishman, J.Lyons, B.Rawlinson, M.Tyson, M.Yule.

Gate Roster

June. T.Eyre. July . W.Fletcher. August. M.Gay.

out the hospital system. Both are now home and recovering.

Special Thanks.

Bill would like to pass on his appreciation and thanks to those members who phoned or visited him while he was in Westmead Hospital.

Annual General Meeting

Our Annual General Meeting will be held on 7 June. Mark Gibbons has advised he will not be standing for election as a Director and will also be standing down as Track Superintendent. Members should give some thought as to suitable replacements and perhaps encourage them to stand. At this time, all other Directors will be offering themselves for re-election. The thought of increased fees for members, rides and gate can also be considered. Our council's requirement for \$20 million cover is doubling our insurance premium, and we have some high cost projects pending.

Shirts

There is a list on the noticeboard for club polo shirts, but the addition of names is rather slow. The price is \$29.70 each. If you are interested in one please put your name on the list! We need to have a minimum order of 12 before the order proceeds.

Works Reports

Elevated Track

Brian Kilgour has manufactured four chassis for new elevated cars. These cars will permit an increase in train length on the elevated. A number of members have been involved in this project, and the cars are now well



Just a part of the fallen branch that did the damage.

advanced. Rumour has it a new colour scheme will be used to give the new train an identity.

The elevated points were given a clean and adjustment after the mechanism for the crossover failed to operate correctly on the April running day. Hopefully these problems will be less now the retaining wall is assisting preventing the area being filled with dirt and rubbish, however a total solution will probably need some ground removed and a concrete seal provided. Jim Lieshman also replaced a portion of the elevated after a large tree branch fell and badly bent the track and cracked the concrete beam. Just as well we weren't there at the time! A spare beam was installed and levelled and the track re-welded in.

Ground Level Railway

Mark Gibbons has been steadily working through the ground level points, testing and adjusting the mechanisms. The problem of condensation is being addressed but the perfect solution is probably going to be difficult to find. Some track upgrading has occurred with resleeping of two panels on the inner main. The plastic sleepers have arrived and Martin is cutting up about half the quantity to correct length. These will be used on both the ground and elevated railways.

Mick Murray has been working on the ground level railway door mechanism. This is to make this not a finger trap. Bill has done some machining of components and it should all be able to be erected soon.

Ground Improvements

Work has been done in preparing and constructing a new retaining wall on the eastern side of the grounds near the ground level loco depot. This wall will be 600mm high



Damage to track and concrete beam from the fallen branch.



**Left: Bernie and Jim remove the damaged beam.
It was no mean feat!
Above: That can't be the President using a spirit level?!**

(about 5 logs) and will be built using the same construction method as on the western side. The steel columns were obtained cut to length and Martin (as usual!) arranged the galvanising. These are being concreted in by Lionel and helpers. Jim has ordered pine logs that (with the ends thinned down) will slip into the columns. A plastic barrier will be provided behind the logs to prevent wet soil unduly advancing rot. Once this work is complete we will be able to look at straightening the stub point pivot, which appears to have been pushed

over by tree roots. It certainly looked a lot better with just the excavation, and ground levelling. The fences at the southern end of the grounds will be replaced with metal fences on the correct alignment. This will increase the separation between the elevated track and the fence. This work has been delayed by having to arrange the council surveyor to peg the site. Once this is done, quotes will be obtained. This will be a fairly big job, and a concerted members effort to assist in pulling down the old structure (That shouldn't be too hard!) will probably be required.

Toolshed, Driveway Concreting and Fences

Our levelling of the top end of the grounds to compliment the unloader has had verbal approval from council for the driveway portion across the footpath. This means that the only impediment to this work is now the arranging of someone suitable to do the work. The replacement of the toolshed is still awaiting some council approval (or at least a statement of what their requirements are). As part of this the toolshed is gradually being cleaned out but the lockers are still there! Please don't use the lockers! As mentioned last newsletter, they are (still!) destined for the tip (unless someone removes them first!)

David Thomas has continued on with new plants and garden creation. This certainly pays dividends and the grounds are looking very nice indeed.



Lionel Pascoe taking a break during excavation work for the Eastern Retaining Wall, while Ken and Bill demonstrate the usual SLSLS supervising skills.

Features

Easter Convention at QSMEE



A gas powered Rob Roy in the QSMEE steaming bays.

by Warwick Allison

This year the convention was hosted by the Queensland Society of Model and Experimental Engineers at their track at Warner. We drove up as Sydney was lashed with storms and looked set for a wet Easter, into the glorious Queensland sunshine. While the convention starts officially on Good Friday, those who beat the crowds arrived on Thursday, and John Wakefield wanted to beat the crowd beating the crowd and arrived on Wednesday! I arrived about 3pm on Thursday and was able to unload almost immediately. The QSMEE members were very friendly and helpful, and after unloading we had a talk around over drinks before departing to have tea and then collect Andrew from the airport. There were a lot of locos running on the Friday and Saturday, (I think there were about 70 registered) but things never seemed to clog up and the track absorbed all the trains very well and kept them moving.

The signalling system was only being used for the third time. It is a mixture of a relay-based system using cradle relays for the station area, and a PLC system for the northern end of the grounds. Eventually it will all be migrated across to the PLC. The signals are a halogen type reflector re-bulbed with a tiny 4w globe that uses very little current but provides an excellent light. All signals are red / green type. Point motors are pneumatic cylinders fed from a shuttle valve operated by two local solenoids.

All water is trucked into the site and pumped around,

although all hoses are gravity feed, and the water takes some time to fill the tenders! I brought my air hoses for steaming up, but the few roads with these facilities were always taken so I was fortunate to be able to use John Hagan's electric blower which although designed for his 7¼ inch gauge 32 class and Flying Scotsman fitted the V very nicely.

The track is ground level 5 / 7¼ inch and a circuit is about 1 km around. It is in the shape of a folded figure 8 and the lower loop passes through 2 tunnels, while the upper loop passes over a very long timber trestle bridge. At the station area the track is effectively double with their existing steel bridge and structure being double tracked. It is all very impressive and a lot of work has gone into the facilities. At the northern end of the grounds, a rock wall is being completed. There are a number of these around the grounds, made of blue stone,

and they are a real work of art.

A new sector shed has been built around



Full size or model? See next page.

Diary

7 June	Annual General Meeting.
11-13 June	Hot Pot Run – Illawarra Live Steamers
18 June	Public Running Day
5 July	Directors Meeting
16 July	Public Running Day
2 August	Members Meeting
20 August	Public Running Day and Next Newsletter
3 & 4 September	150 th NSWGR Anniversary weekend at SLSLS.
6 September	Directors Meeting



**Above: Max Faulkner's BB18 1/4.
Below: Through the cab window.**



included a very nice "William", a VR R class, a 5 inch gauge 'Virginia', and a gas powered 'Rob Roy'. On the ground a Hagan's Patent loco attracted a lot of interest, although the frame members hid most of the fancy lever work. Lloyd Dannenburg showed his Berkshire rolling chassis which included the smokebox, and is a very impressive piece of work. Bob Nash had his Ps4 there, plus there was the QSMEE selection of A10s, BB18 1/4, and PB15s which were all of very high standard and a pleasure to see. There were a couple of Heidi's, and Wato type locos, and a host of 38s. The only double heading I saw was a pair of Heidis from Altona, and my V with Lionel's 3811, which



**Above: Pat Fannings (Wandong) 5 inch gauge Bolton Trophy winning Hagan's Patent drifts downgrade.
Below: The scene from the new trestle bridge looking down on the new roundhouse and station.**



a turntable, suitable for the larger 7 1/4 inch locomotives. This is in a lovely area and has a station seat under a station awning opposite which is a wonderful place to sit and watch the trains go by.

The club usually uses Blair Athol coal but brought in a 800kg bag of char for the convention, and it was just about all gone by the end. I think they may be converted to its benefits!

On the loco front, I will probably miss out more than I report. The elevated track had a good selection running, and this was good to see. It



The newly duplicated 'Missingweld' bridge with Owen Coster driving V1224 and Peter Anderson (New Zealand) as passenger in the bogie open wagon.

hauled a mixed scale train of over 30 vehicles on Saturday afternoon.

On the train front there were not too many scale rolling stock present. Apart from my WA collection (which included a TGR and QR wagon) the Central Coast club had there usual collection of NSW stock as did the Western Districts contingent. On Saturday the convention was officially opened by Councillor Mick Gillam of Pine Rivers Shire Council. This was followed by the Grand Parade. No sooner was this over that the heavens opened and the only downpour of the weekend lasted about 30 minutes then was gone. Andrew was out on the track at the time and got well and truly drenched.

The rain was of such intensity that it splashed up mud from the track side over the loco and rolling stock and gave it that very authentic appearance!

The AALS meeting on the Saturday night was very well run. Peter Manning retired as Secretary and Hugh Elsol was voted in. Good luck Hugh! The two motions put forward by SLSLS to place the constitution and Code of Practice on the AALS website were both accepted, and all other motions that mattered were passed in accordance with how we agreed to vote.

On the Sunday night "Barry's Bogies" were held. There were a number of presentations including the "Blowfly Award" – no not the loco- this was for toilet cleaning and

The Irish Medical Dictionary. (Continued).

IMPOTENT.	Distinguished, well-known	LABOUR PAINS.	Getting hurt at work.
MEDICAL STAFF.	Doctor's Cane	MORBID.	A higher offer.
NITRATES.	Cheaper than day rates.	NODE.	Was aware of.
OUTPATIENT.	A person who has fainted.	PAP TEST.	A fatherhood test.
PELVIS	A cousin to Elvis.	RECOVERY ROOM.	Place to do
upholstery.			
RECTUM.	Bloody near killed them.	SECRETION.	Hiding something.
SEIZURE.	Roman Emperor.	TABLET.	A small table.
TERMINAL ILLNESS.	Getting sick at the airport.	TUMOUR.	More than one.
URINE.	Opposite of your out.	VARICOSE.	Nearby.



'Red Fred' at the Rosewood Railway run by the ARHS. A PB15 is out of service behind.

it went to Clarrie Hough. John Wakefield won the great coal consumer award for his 2-10-4 South African loco, and was awarded a how to Build Rob Roy book.

The Trophies at the Sunday night "Bogies" were as follows:

- Bolton Trophy to Pat Fanning from Wandong for his Hagan's patent loco.
- SSMEE Trophy for the most popular loco to Geoff Hay (Townsville) for "Amelia" a 2-6-2 Wato type loco;
- Aradlay Trophy for the Best First Attempt to Bill Bagley (Sunshine Coast Railway Modellers) for his BB18¼.
- AME Under 25s Award to Andrew Allison (SLSLS) for an A10 turret and firedoors. (Andrew was the only entry!);
- Southern Federation Award to Bob Nash (SASMEE) with his 7¼ inch gauge Southern Ps4;

were not too many on the track and the club provided a complimentary sausage sandwich lunch. The V had a great run for all the afternoon, with the train of goods vehicles. The open wagon was used for a passenger (sitting on my tool box) and with no hold ups and more and more dropping their fires and packing up, we had an unobstructed run in beautiful weather and in a wonderful setting. Bliss!

The V and its train was the last off the track at 4pm, and the QSMEE members were very patient as the last locos were cleaned down and put away. We were the last to be loaded at about 6pm, and so it was farewell to another very friendly and memorable convention.

Well done QSMEE!

On the Tuesday, the Sunshine Coast Railway Modellers at Nambour hosted an after convention run. They have a track in a park at Nambour, a bit less than 1km in length (I was told). It is 5 & 7¼ inch gauge ground level track with some track embedded in concrete and later track on

the top of a concrete foundation. Some of the older 5 inch rail was a bit corroded and gave a rough and noisy ride. I am told they have plans to rebuild these older portions of track. I drove Lionel's 3811 with train while they had lunch. It is a scenic run through very pleasant surroundings, although the track is harsh compared to one with timber sleepers.

Rosewood Railway Museum and Ipswich Museum.

On the Sunday we took a break from the convention and visited the Rosewood museum which is run by the



A PB15 on a short goods train displayed at the Ipswich Railway Workshops Museum.

ARHS. This is a little station and yard, very homely, up in the hills on a scenic steep and very windy railway. They run on the last Sunday of the month, so we didn't waste the opportunity. This is the home of "Red Fred", which has been made famous in AME, and really does exist! It was giving rides for a nominal charge. It was fascinating to see the rear axle quiver and wobble as it gets under way! They have a PB15 which was unfortunately out of service with some troubles. There were also running a silver QR diesel railcar set to "Museum Junction" at Rosewood, and a diesel hauled train with a couple of passenger cars. Diesel cab rides were also available. It was well supported by members, although there were not many passengers, possibly due to it being Easter Sunday. They have an interesting collection of rolling stock, a lot of which is in the 'job for a future' category. A new signal box is being built and a small hut near the station housed an electric staff instrument, from which they extracted and replaced the staffs. The bell codes could be heard all over the station! They had a lovely collection of station, loco and hand lamps in a display carriage. The members were very friendly and it is worth a visit.

After Rosewood we went to Ipswich Workshop Museum of which we had heard so much. The Museum is under the auspices of Museums Queensland, which hopefully will guarantee its funding. They had quite a lot of staff including volunteer helpers. Behind the Museum building is the loco workshops and the blacksmith shops. Guided tours using QR workshops employees as tour guides add authenticity to the visit. Each tour group is accompanied by about 4 volunteers to herd the crowd! The shops are very clean and well laid out. A C17 was in stripped down condition, and a new boiler was on hand to be fitted. All the components were laid out neatly and a new tender had been constructed for it. PB15, A10, the maroon Garratt, BB18¼, a C17, and a DD17 tank loco were present.

A separate tour went through the blacksmith's shop where a display of blacksmithing, butt welding, and use of a drop hammer was shown. The group were given safety glasses and stood a very long way from the action! (At least there was some action!)

The museum building contained some



A well painted smokebox that clearly shows all the bits and pieces at Ipswich Workshops!

experiments for the kids based on a railway and scientific theme. There were some diesel exhibits, including simulators for a diesel and the tilt train. The Governors

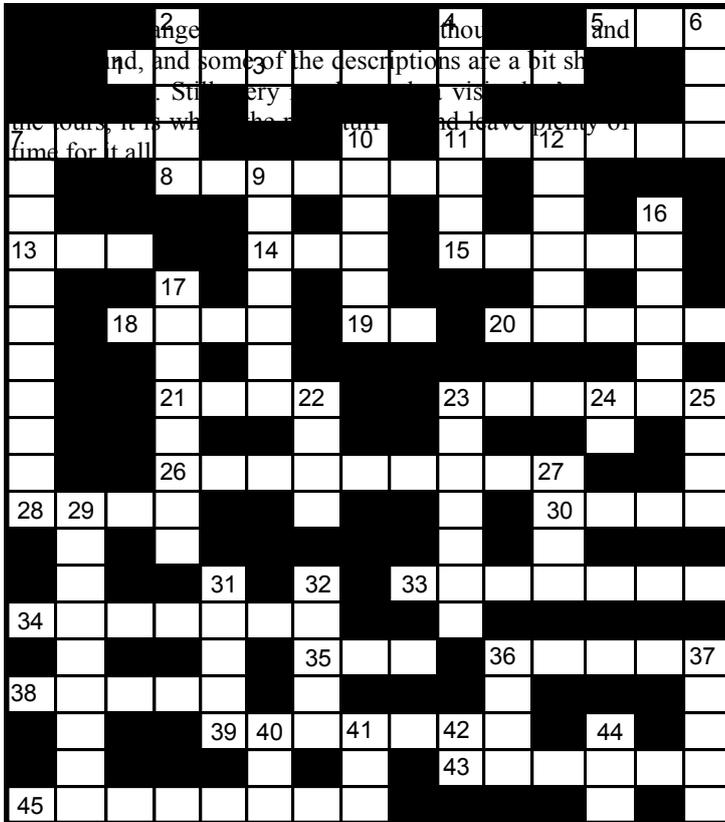


A Baldwin 4-6-0 ex the WW1 battlefields has been converted to oil firing and regularly runs at Dreamworld on the Gold Coast.

The SLSLS Crossword!

The last issues crossword was from Warwick Allison who has given up with the rhyming clues as too strenuous to think up, (and adverse local criticism about the quality of the rhyming!)

This issues crossword was submitted by Ross Bishop (Thanks Ross!)



Down

2. Metal shavings
3. 53 class
4. Air control doors
6. Common cast metal
7. Zinc coating
9. Motion of a wheel
10. Rapidly cool
12. Alloy in hard sloder
16. Soften
17. Leading cause of boiler failure
22. Compressor
23. Fate of GWR engineer G J Churchward
24. British Standard
25. "... " firing = good combustion
27. Tramway points
29. DTI = Dial Test "... "
31. O' rings
32. Welding gas
36. Old engines have lots of this
37. Internal boiler supports
40. Magazine
41. The "... " and the Don'ts
42. Doesn't work any more
44. Cut a thread

Across

1. American for zigzag
5. Threads per inch
7. Longest valve travel - full "... "
8. Sometimes fitted to a tube at the firebox end
11. Component responsible for deriving motion from steam
13. Guard's "... "
14. Locomotive prices may be quoted at a value per "... "
15. Nearest whole mm over 1/4 inch
18. Manufacturer of bearing metal
19. 3.5mm scale
20. Common locomotive colour
21. A "... " of steam
23. Method of cleaning scale from firetubes after removal
26. Oil wicks
28. Flexible is to have "... "
30. Special tables were required to "... " engines
33. Clubs have these
34. How unattended engines should be left
35. God's Wonderful Railway
36. Happens on the third Saturday
38. For enginemmen, running out of water could be "... "
39. To prevent slipping
43. On cold mornings, engines are very "... "
45. Some model engineers are "... "

Last Issues SLSLS Crossword Answers from Warwick Allison.												
C	E	N	T	R	A	L		H	O	S	E	B
E			O		B		N	A		T		C
C	U		W	E	B	B			W	O	L	O
	B		E		A			N		U		E
F	O	U	R				G	A	U	G	E	P
	A	R	S		B		T		S		L	O
I	T			H	I		L				I	R
			M	O	U	N	T	A	I	N		N
F		I		N		T	N			G	I	G
O		K	A	T	O		T	O	O	L		
O		A		E		P	I		A			U
T		D		R			C	A	R	D	E	W
P	E	O	N		D	A		V		S		A
L					H	Y	D	R	O	S	T	A
A	A	L	S		E		A			O	E	E
T			U				G			N	A	R
E	V	E	N		C	A	S	T	L	E		D



**Left: David Thomas's new acquisition. A SAR S class 4-4-0.
Above: It gets the going over and passes!
All it needs is a tender.**



**Above: Sick kids day proved a winner with the kids! Below:
Brian Kilgour and David Lee working on the new elevated cars.**



**Andrew with Mona and Garry with 3675 in a display of
3½ inch gauge power!**





Above: Dean Pascoe on Lionel's 3811 and Andrew Allison with V1224 head the traditional long freight out of Pine Rivers station up the grade at the AALS convention at the Queensland Society of Model and Experimental Engineers on 26 March 2005. Below: Garry, David and Bernie actively involved in a boiler test on 3675.



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Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each. To ride on the trains, enclosed footwear must be worn.