

Sydney Live Steam Locomotive Society

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

Newsletter

Correspondence.

The Editor,

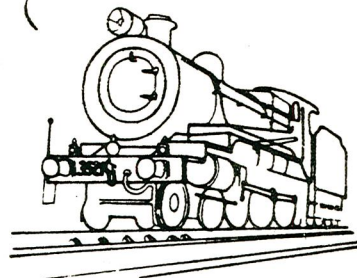
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N.S.W.

'Newsletter'

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November 1983.

Inter-Club Day at West Ryde.

Report by Jim Hyde.

The inter-club visit held at our grounds on the 29th. of October attracted a large number of visitors and included Ken Tinkler, Secretary of the A.A.L.S. and his wife Merle. Barry Glover, President of the A.A.L.S. spoke to the gathering of visitors and club members of the efforts of Cec. Gunning to establish the A.M.B.S.C. Boiler Code and of Stan Childs joining the committee as Technical Advisor to help finalise Pt.1 of the Boiler Code. He then presented each with a beautifully engraved Plaque depicting the N.S.W.G.R. C Class Locomotive 3801 with a suitably engraved plate commemorating the occasion.

The Ladies who worked in the kitchen providing many teas, luncheons and afternoon teas did a magnificent job satisfying the large crowd requiring refreshments and meals. Their efforts were greatly appreciated by the members who in turn were thanked by the Ladies for providing cakes etc., for the morning and afternoon teas.

A total of 20 steam locomotives were on the track through out the day ranging from a 3 1/2" Rocket to some of the larger 5" gauge locomotives. There were also two diesel electrics and Mike Tyson's two electric locomotives.

On exhibition were four steam locomotives in various stages of construction together with Ted Esdailes Trevithick Locomotive and his Alchin Steam Traction Engine.

The re-located ground level turn table was available to permit locomotives to use both of the ground level tracks thanks to the efforts of Eric Holmes and his band of helpers.

A Tribute to two Fine Gentlemen.

Cec.W. Gunning was born in the Bathurst district in 1906. His father was a railway worker stationed at Nyngan, thence to Kerrs Creek outside Orange and then to Brewongal. Cec. attended Brewongal Public School and then Bathurst High School. His working life commenced in 1923 with C.I.G. as a premium apprentice to the Chief Engineer. C.G.'s working life was spent with C.I.G. retiring in 1967 as Chief Draftsman and Assistant Engineer.

Cec.'s interest in "Live Steam" commenced in 1923 when he moved to Sydney to commence his employment. At that time he regularly visited S.S.M.E. Exhibitions, eventually joining the S.S.M.E. He commenced construction of a 2 1/2" gauge 4-4-0 in 1929. In 1932 he was transferred to Newcastle where he joined the Newcastle Society of Model Engineers where he was elected Secretary, he held office until 1938 when he was transferred back to Sydney and joined again the S.S.M.E. at Ashfield. The "Rhodes Live Steamers" came into being in 1944 and C.G. immediately became associated.

In 1945 the D.I.R. (D.L.I.) became aware of the lack of standards covering "live steam" locomotive boilers. The Dept. contacted Mr. Mackellar, on whose property the "Rhodes Live Steamers" operated, with a view of establishing a standard covering Design and Construction. Two Inspectors, J.Burgess and J.Skidmore from the D.I.R. (D.L.I.) subsequently requested Mr. Mackellar and Mr. Gunning to act in this matter as support to the D.I.R. (D.L.I.) Both gentlemen accepted. This association with the D.I.R. was in fact the start of what was to eventually see the establishment of the A.M.B.S.C. Committee in 1966.

In 1948 the S.L.S.L.S. C.G. being a foundation member. He was elected President at the Societies Inaugural meeting, a post he held for 25 years, Cec. was elected a life member of the S.L.S.L.S. in 1973.

The establishment of the A.M.B.S.C. Committee in 1966 saw Cec. Gunning elected Chairman, a post held till 1983. Since retiring as Chairman Cec. has continued as S.L.S.L.S. boiler Inspector with Jim Hyde.

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Two Fine Gentlemen. cont.

Looking at C.G.'s record over a period of 60 years interest in "Live Steam" his involvement as an official reads as follows.
6 years, Secretary of the Newcastle Society of Model Engineers.
25 years, President of the Sydney Live Steam Locomotive Society.
38 years, association with the D.I.R. covering "Live steam" boilers, including 16 years as Chairman, A.M.B.S.C.

A wonderful record of a fine gentleman who has earned and enjoys the respect of the entire "live steam" community in Australia.

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Stan Childs is something of a mystery man, being somewhat shy and retiring and not appearing on the live steam scene until a much later date than Cec. I have been able to elicit the following, Stan was born in Nth. Fitzroy, Victoria in 1903 and the family moved to Merewether in 1916. Stan finished his schooling and growing up period in the Newcastle area. He was apprenticed at the Walsh Island Dockyard as a Fitter and Turner, eventually working in the Drawing Office.

Stan joined the P.W.D., had experience in Hospital Engineering and during W.W.II. he worked for the Ministry of Munitions in the Machine Tool Division. In 1946 he branched out on his own as a Design Consultant Engineer in Boilers and Pressure Vessels.

In 1956 he first crossed paths with Reg. Wood as a tenant in offices owned by Reg. Stan had an interest in live steam even then as he was building an "O" gauge "Morris De Cowley. I believe that this has never been finished but in 1968 Stan started on a 3 1/2" gauge Evening Star, complete with Giesel Ejector, which was given its first run in 1977.

During the late '60's with the move towards a more formal boiler code taking shape, Reg. Wood was preparing a draft Code for presentation at the 1966 Convention. Knowing of Stan's interests in locomotives Reg. approached him to draft a table for the Staying of Flat surfaces and bolting of Flanged Joints. This Stan agreed to and in later years revised these figures. He also did calculations and designs for the Briggs Boiler as used in the Steel Boiler Code.

Stan was invited to take part in the Committee that discussed the Code in 1966 - 67 as Technical Rep. although at that time he was not a club member. Stan became a member of the S.L.S.L.S. about 1968 but there is no doubt that Stan's contacts with the then D.L.I. facilitated the Committee's initial discussions with the Department.

Apart from his live steam interests Stan is a Free Mason reaching the Master of his Lodge and is a regular Church attender at his local Church.

Stan is also one of nature's gentlemen, mixing well with fellow club members and is also always ready to assist those with their technical problems.

Thankyou very much Stan.

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These notes were prepared for Barry Glover for the Invitation Day Presentations.
Ed.

A Message from the Ladies.

Laurelle Larkin.

A big thankyou to all those who sent cakes, slices, sandwiches etc., for the Inter Club Day morning and afternoon teas. Due to the amount of cakes sent along There was no need to restrict all those hungry men to only one helping of food at either morning or afternoon tea, we are sure the men appreciated going back for seconds.

CHRISTMAS PARTY.

As usual the second Saturday in December, the 10th. has been set aside for the Christmas Party and Running Day. Members should contact Diane Lee, 533 5959 to indicate the number of children and or grand children who will attend the party at about 3.00pm followed by the arrival of Santa about 3.30pm. Bring a present, value about \$5.

Come along and make this event a great social success.

Works Report.

Bernie Courtenay has agreed to write a report for this and following Newsletters to keep us all up to date on what works are going on at our club grounds.

Ground Level Roundhouse.

The turntable has been installed for some time now, and more recently, the departure road has been brought up from the ground level to meet the turntable. The road is carried on channel resting on 5" X 5" square tube posts, bolted to concrete piers and rises on a grade of about 1 : 20. A brick wall will replace the present earth embankment down near the signal box which lifts the road from ground level to the end of the channel. The primary posts have bolted to the turntable pad, and after trimming, the steaming bays will be set up. This should take another two or three weeks. Next the arrival road will reach out towards the proposed swing bridge which will carry engines over the elevated track. The floor of the round house still has to be finished and a suitable type of "floor" has yet to be decided. Eric Holmes is foreman of the works.

Signal Box.

Henry Spencer and electric wizard Warwick Allison have almost finished the wiring inside "spaghetti junction". Henry has also all but finished 16 point operating mechanisms and is just waiting on cast iron boxes to put them in. A light indicator panel is to be wired up within a week or two, so that when Henry gets his act together with the point motors, the change over from old system to new system can be completed forthwith. It is hoped that a suitable colour light signal lamp case casting can be obtained in a couple of weeks so it can be shown at the next meeting.

Track.

It is a credit to those who fabricated and laid the ground level track, that the club can run its trains on public days month after month with relatively few incidents, considering the infrequent maintenance the railway receives. However it was noted that certain sections were becoming pretty crook and so some work was undertaken by a group of young, fit and keen "hairy legs". Trevor Collett and others removed the curve on the outer main immediately ahead of the station points, dug out the mud, replaced all the sleepers (or those that were still there) and relaid the track with new ballast. Also, the bottom curve on the outer main (car park end) was repacked with, with most joints having to be reset. It was interesting to see the wear at the rail joints caused by the constant pounding of trains. Still to be done includes the placement of a new expansion joint on the outer main near the stone culvert (which has been made by Bill Richards and Peter Dunn) and the outer main down near the gum trees needs repacking.

Elevated Signals.

We received two dwarf shunt signals from the West Ryde yard recently, and these have been cleaned up and given a "Dulux overhaul" and bolted down on to concrete. These will eventually be hooked up to the lever frame and will control movements back to loco. and through the cross over. Hopefully it will not be long before the main line and loop "home" signals (full size) can be placed near the frame. We are waiting on steel tube (5" diameter.) for these, and the arms, lamps and bits need cosmetic restoration.

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Running Days.

August. This turned out to be the best running day for some time, the weather was very good after an uncertain forecast. The Treasurer was, no doubt, very happy to see the long queues waiting for rides. More motive power could have been put to good use, at one stage the elevated was served by Jim Hyde's C3808 on one train and a second with my Z 2552 double heading with George Farkas's Iron Duke. George enjoyed the run being back from sea after only a short spell, he returned to sea again at the end of October. The loco shortage was eased when Graham Sharp moved Puffing Billy up to the elevated and was then joined by Ron Larken after over coming injector problems.

The big attraction on the inner ground level main was the magnificent new bridge. Hawkesbury River style is very much in evidence. The structure gives a single span over the gully and has foot boards on both sides of the track. The sound of trains running over the bridge is very realistic. Very favourable comments were heard from many visitors.

September. Another fine, sunny Saturday afternoon although the crowd was

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Running Days. cont.

not as good as August. David Price had his 5" gauge Nigel Gresley on the elevated track trying his hand at passenger hauling for the first time. The locomotive is nicely finished and runs well, David has made cleaning up easy by using the Ted Esdaile style removable smoke box. Jim Hyde had the chassis of his 3 1/2" gauge D 57 on show, earlier in the day Jim had the chassis running on air. It is a fine piece of model engineering. Col Wear had his D 5906 in operation on the ground level track. This locomotive was built by Barry Potter, it is beautifully finished and runs well.

October. A day spoilt by rain but not a complete wash out. A couple of trains operated and a reasonable number of tickets were sold.

General News.

Mike Tyson wishes to inform members that the display which was to be organised in conjunction with the Festival of Sydney has been called off.

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John Davies has been ill recently but is now on the mend, we all hope you have a speedy recovery, John.

Graham Sharp is moving along with the locomotive hoist to be used for the unloading of locomotives for the ground level loco depot. Cec Gunning is pressing ahead with the elevated points and the swing bridge.

The B.B.Q. should now be underway, it is sited opposite the Club House.

Duty Roster.

Dec. '83. W.Richards, I.Ramsay, T.Geraghty, W.Sandberg, J.Hagan, H.Spencer.
Jan. '84. G.Sharp, B.Kilgour, R.Larkin, J.B.Hurst, C.Wear, T.Collett, S.B.James.
Feb. '84. M.Haynes, J.Sorenson, M.MacAulay, B.Courtenay, K.Sewell, W.Hamilton, E.Holmes, D.Price.
Mar. '84. J.L.Hurst, J.Davies, R.Lee, N.Campbell, P.Shiels, J.Lyons, B.Donovan.

Gate Roster.

Dec. '83. M.Tyson, Jan. '84. J.Sorenson, Feb. '84. T.Collett, Mar. '84. E.Holmes.

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Editorial.

I would like to thank Bernie Courtenay for writing the Works Report. This as a regular feature will help to keep us all informed about the growth of the club.

As the year draws to a close another volume of the Newsletter is completed, thankyou to all members who have contributed, hopefully in the newyear we may have some more contributors.

On behalf of the Society I would like to wish all members, their families and friends a Merry Christmas and a safe and happy new year.

John Lyons.

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